

# Atlantic Insight

MARCH 1986 \$1.95

Atlantic Canada fashions for spring

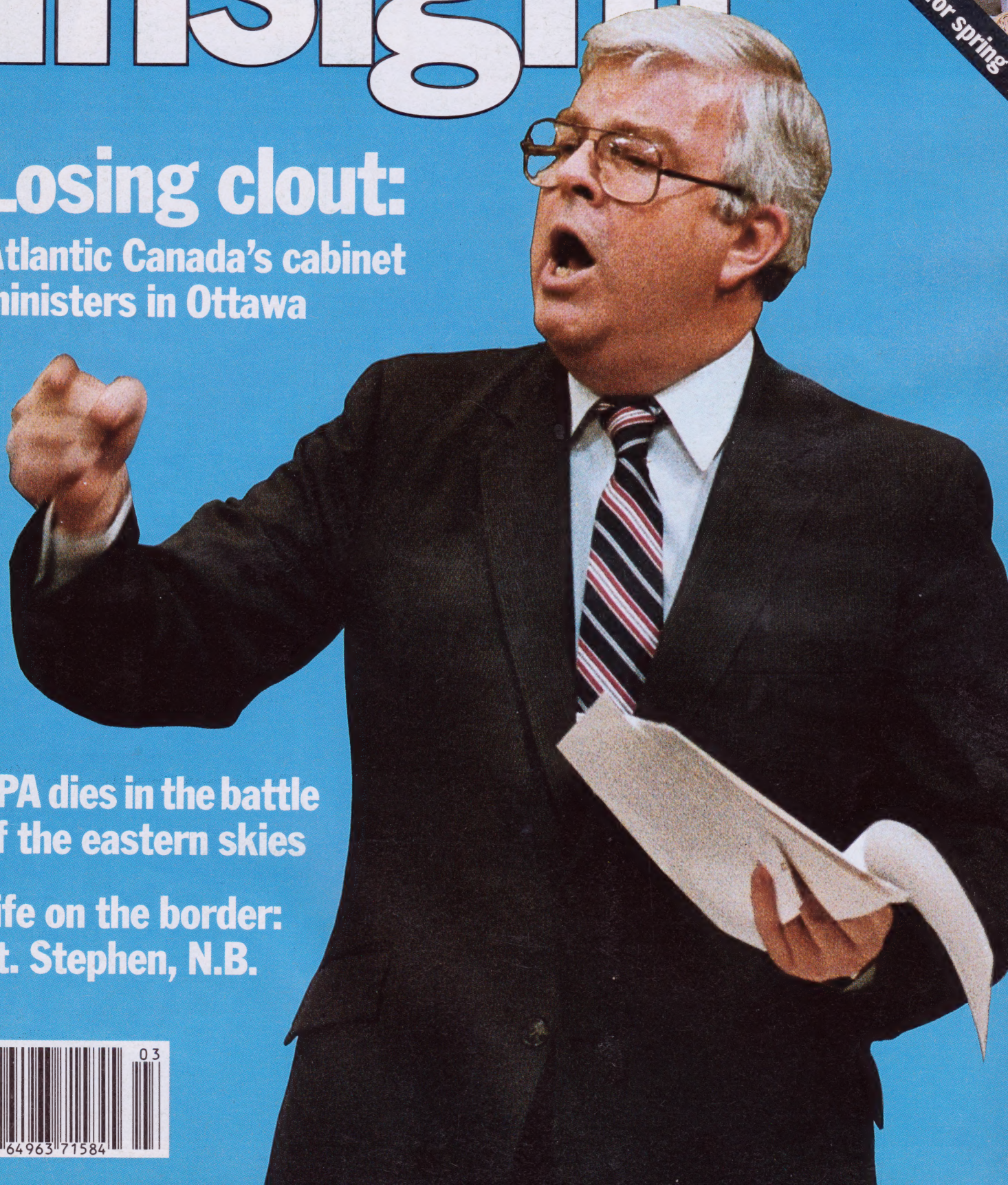


## Losing clout:

Atlantic Canada's cabinet  
ministers in Ottawa

EPA dies in the battle  
of the eastern skies

Life on the border:  
St. Stephen, N.B.







WARNING: Health and Welfare Canada advises that danger to health increases with amount smoked — avoid inhaling.



# Atlantic Insight

**Publisher**  
James Lorimer  
**Editor**  
Ralph Surette  
**Editorial Assistant**  
Patricia Ann Holland  
**Art Director**  
Kevin O'Reilly  
**Production Manager**  
Barbara Webber

**Comptroller**  
Mary Savoy

**Circulation Supervisor**  
Heather Lively

**Customer Service Representative**  
Yvonne Power  
421-1952

**Regional Sales**  
Silvana Galli  
Peter Gildart  
Neil Sampson  
1668 Barrington St.  
Halifax, N.S. B3J 2A2  
Telephone: (902) 421-1214

**In Newfoundland:**  
Stephen Sharpe  
P.O. Box 8513, Postal Station A  
St. John's, Nfld. A1B 3P2  
Telephone: (709) 722-3138

**National Sales**  
John McGown & Associates Inc.  
Brenda Finn  
785 Plymouth Ave., Suite 310  
Montreal, Quebec H4P 1B3  
Telephone: (514) 735-5191

Jack Fargey  
4800 Dundas St. W.  
Toronto, Ontario M9A 1B1  
Telephone: (416) 232-1394

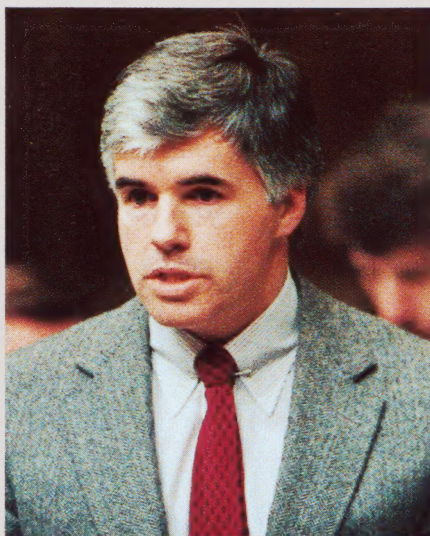
Eric McWilliam  
885 Dunsmuir St., Suite 595  
Vancouver, B.C. V6C 1N8  
Telephone: (604) 688-5914

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MARCH 1986

Vol. 8 No. 3



## COVER STORY

Atlantic Canada needs a stronger voice in the federal cabinet. The big names — Crosbie, Coates and MacKay — are in eclipse. Can the younger newcomers, McInnes, McMillan and others be as effective on behalf of the region?

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COVER PHOTOGRAPHY BY CANAPRESS



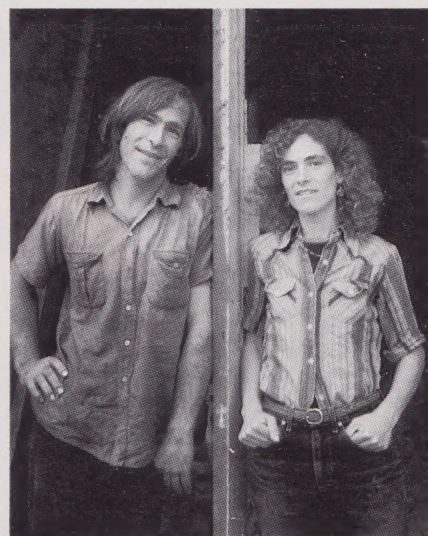
## SMALL TOWNS

St. Stephen, N.B., historic border town and home of Ganong chocolates enjoys its proximity to the U.S. Unemployment is a problem but St. Stephen is known as a "survivor."

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## MIGRATIONS

Discontented young Americans of the late '60s and early '70s, seeking rustic values, settled in rural Maritime areas. Some found life less than idyllic and left. Those who stayed sometimes caused concern to their neighbors, but now have become solid contributors to their communities and to the economy.

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## FOOD

Saint John has food that looks as good as it tastes — you can even eat the flowers that decorate it. Four women run a business called Incredible Edibles and share their food philosophy and recipes.

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### Jobs: a hero's crusade

**H**arvey Webber is a genuine home-grown hero of Atlantic Canada. Like Moses Coady of the Antigonish Movement, he has a knack for talking about complex economic issues in simple terms — and for finding things we can do about them.

It was almost ten years ago that Webber took on one of Atlantic Canada's biggest problems — unemployment, and the need for more jobs.

"I was running a small ladies' wear store in Sydney," he explained to me, "and every week we were writing cheques for what we sell. I looked at those cheques one day and realized that all the money is going to Toronto and Montreal, with a little to Winnipeg because they make heavier winter clothing there. All our money is going out of the region."

This was in the mid-1970s when governments were pouring money into the region for regional disparities and transfer payments. "Our governments were all saying that we needed even more money," Webber says. "But no matter how fast that money came in, we were just sending it right back out again to pay for the things we were buying."

Of course there are lots of things we need which we have to buy elsewhere because they're not made here in Atlantic Canada. But there's a surprising range of goods made here — which we often don't even know about.

When Harvey Webber was elected president of the Atlantic Chamber of Commerce, he launched the Atlantic Canada Plus campaign. The objective: to encourage governments, companies and consumers to understand the advantages of buying locally made goods.

In its early days, Atlantic Canada Plus went after provincial governments. While the politicians supported the objectives of the campaign, the purchasing agents were still buying from their favorite suppliers and not paying much attention to the origins of what they were ordering. "There were all kinds of examples of the problem," says Webber. "I remember one hospital. They wrote their specifications so that only mattresses made by someone in Ontario would qualify. Simmons in Dartmouth and MacGregor in New Glasgow couldn't even quote."

The result was a decision by Maritime governments to institute a Maritime buying policy giving preference first to a supplier from the province, next from the region, and third from the rest of Canada. Webber says the policies have made a difference, but it's hard to get concrete figures. Old habits die hard, and purchasing agents are pretty loyal to their traditional suppliers.

In the next round Atlantic Canada Plus focused on retailers. National chain stores play a very large role in deciding what we find on the shelves — and therefore what we buy. Webber went after them to persuade them to stock locally made products. In some places, they got results, for instance in the grocery business. "They showed us confidential figures which proved they were buying far more from local suppliers," says Webber. The trouble was, they were starting from next to nothing. The percentages were terrific, but most of the dollars were still flowing out of the region. And national chains in some fields, like the department stores, didn't want to shift from national suppliers. It's far easier to offer exactly the same range of goods coast to coast, rather than adjust in every region.

"We've tried push," says Webber. "Now we're trying pull." For the next few months Atlantic Canada Plus is spending \$300,000 to encourage the public to look for local goods. They want us to understand that we can do something for the health of the region's economy if we buy products made in Atlantic Canada.

Of course the problem of job creation is bigger than just buying our own products. You can find Maritime-manufactured windows or paint in the stores if you look hard enough — but what about fashions, which is where it all started for Harvey Webber? "We really don't have much of a garment industry," he says. Most of those cheques are still going to Toronto and Montreal. But (as you'll see in the special fashion section of this issue) we do have some impressive fashion designers in this region now. And support from Atlantic Canadians who are interested in what's being designed and made locally would be a big factor in seeing that industry develop.

Harvey Webber's answer isn't going to solve all our economic problems, but you have to say this: he's found a good place to start. As the founder of Atlantic Canada Plus, he's underlining the point that there are things we can do that help address our problems. And he's certainly right about one thing: keeping those dollars circulating in the region is one way we can generate more jobs and more wealth, using our own resources.

*James Lorimer*

— James Lorimer

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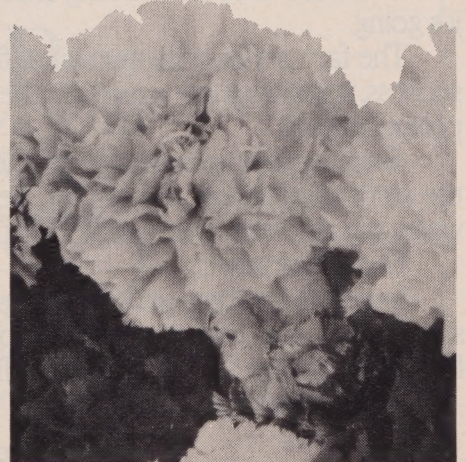
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## FEEDBACK

### From a homeless mother

I was pleased to see the article on housing in Halifax, *Homeless among the condos* (Dec. '85). It was of great interest to me personally as a new resident of Halifax. Upon relocating our family to the area in July '85, we had to take up residence in a tent from July to September in a local park, the chief reason being we could not find an apartment because we have a six-year-old daughter. Most apartment owners gave me the excuse, "No children, adult building" or that my child was not "crib age." I applaud the effort of groups like MUMS and my full support and sympathy goes out to them. I know the feeling of depression, frustration and anger mentioned in the article. I fail to understand a city, a government or businessmen who show so little regard or concern for these little people who will someday reach an age of adulthood and be the leaders, lawyers and businessmen of the future. Continue with issues of great concern to individuals and common people and I feel your magazine will become even bigger than it is now and will have an impact on future developments in the country as a whole.

S. Boyle  
Halifax

### Hi-tech mistake

I would like to correct a statement that appeared in your cover story *Small Business: Can it save the Atlantic economy?* (Jan. '86) It referred to Process Technology Limited as "a supplier of silicon chip wafer boards for the international semiconductor industry". To my knowledge, "silicon chip wafer boards" do not exist within the semiconductor industry. PTL manufactures chemical vapor deposition equipment that is used by the semiconductor industry in the manufacture of integrated circuits (more commonly known as microchips.)

Janis A. Downey, Marketing  
Co-ordinator  
Process Technology Ltd.  
Oromocto, N.B.

### Anne — reprise

I was "amused" by Kevin Sullivan's reaction to James Lorimer's assessment of the CBC film production of *Anne of Green Gables, Anne of Scarborough* (Aug. '85). In his denunciation of Lorimer, Sullivan states that he does not know where he (Lorimer) gathered his information about the filming. I, too, wonder about one aspect of the filming. Where did the CBC get those asinine opening scenes? I have read the book many times and have not come across those scenes anywhere. It is true that later in the novel Anne briefly describes her life with the Hammonds, but it is not as detailed, as melodramatic, nor as nauseous as it appears in the film. The whole production reminds me of Ernest Hemingway's reaction to David O. Selznick's film treatment of his book, *A Farewell to*

*Arms*. "You know, Hotch, (A.E. Hotchner) you write a book like that you're fond of over the years, then you see that happen to it. It's like pissing in your father's beer."

C.E. McKibbin  
Newcastle, N.B.

### After the fact

When I read the publisher's comments *Anne of Scarborough* (Aug. '85), I did what many of your readers do, all too often... I procrastinated, rather than adding my "hip/hip/horray." Now, after viewing the mini-series on the fabled Anne

of Green Gables, I want to express my support for the thrust of Jim Lorimer's article. This splendid film would have been so much better if it had been filmed across from Cavendish and if it had shared the beauty of P.E.I. with the wide audience which the film is bound to enjoy, in Canada and abroad. The \$3.5 million (plus the additional \$.5 million would have been a real shot in the arm for the Atlantic (P.E.I.) economy and cultural industry. Once again, hewers of wood and drawers of....

Floyd Williston  
Winnipeg

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# Fear on Hollis Street

*Three prostitute murders and a new federal law are making hookers wary of working their favorite street. But is the alternative any better?*

by Ron Sherrard

It's a quiet winter evening on Hollis Street. Long known as Halifax's primary area for street-walkers, on most nights, even when the temperature dips below freezing, this waterfront street sees dozens of prostitutes pacing back and forth. Most are dressed in short skirts, ankle boots and fake furs. They clap their hands together and stamp their feet to stay warm while waiting for the next customer. Young professionals who've moved here and gentrified the neighborhood scurry by. They're heading home and away from the seedier side of the street.

But this night there are no prostitutes. Fear rules the street now; fear of being arrested under a new federal law outlawing public interaction between prostitutes and their customers. And an increasing fear of violent death.

The alarm has mounted over the last year. First there was the death on March 8 of Kathy Wright, a 26-year-old prostitute. She was stabbed to death in a Morris Street alley in the same neighborhood where she plied her trade. Eight months later, a 17-year-old prostitute, Tina Marie Barron, was found strangled to death in a ditch at Shubenacadie, some 40 miles from Halifax.

And on Dec. 2 came the murder that caught the attention of the province. The strangled body of Brenda Lee Garside was found in a room at the Stirling Hotel on Barrington Street. Garside was three months pregnant. At age 17 she was a veteran street prostitute.

As police began their investigation into the Garside murder the women and girls who sell themselves on Halifax streets pulled together in partnerships of two or three. They kept track of each other's "dates" by copying down licence plate numbers on the cars in which their partners embarked to service their customers.

Halifax police hoped to add further protection. Officers picked up many of the hookers and took them to the police station for identification in case something happened to one of the women.

But both police and hookers know nothing can be done to protect them if a customer is bent on violence. Alone on the street, one young girl who says she's worked the streets since she was 15 recounts that she is frequently beaten, robbed and left by the roadside by her customers. She never reported the crimes because of her line of work.

"It's really scary, but you've got to make a living," she says with a shrug.

Since Jan. 1 the risks are greater as a result of the new federal law. Police, who normally have a working relationship with the street walkers and rely on them for information in cases like the Garside murder, are now intent on arresting hookers and their customers when they communicate with one another in public for the sale or purchase of sex. The maximum fine is \$2,000 and six months in jail. Most of the women have taken their business indoors.

Since the law came into effect a number of customers and prostitutes have been arrested by Halifax police, and have been brought to court. Sergeant Charles Hosterman of the Halifax Police says the law is working. He says it may be too soon to tell how long-lasting the decline in prostitution will be. He adds that prostitutes may be lying low, thinking the police will forget about them and they can return to the streets.

"If that's what they're thinking, they're in for a surprise. We're going to enforce this law."

Residents in neighborhoods where prostitutes ply their trade hope the police keep that promise. They're no longer being plagued by the noise and the violence that often accompanied the hookers, and the streets are no longer littered with used condoms from the night before.

"The atmosphere down here was very frightening," says Howard McNutt, president of the Downtown Residential Association and a resident of Hollis Street. "There's something about a sexual act being performed four feet from your kitchen window that doesn't make for a particularly good atmosphere."

The problem is finally out of sight, but it's far from out of the minds of many Haligonians. They worry that the closed, often-violent world of prostitution may get worse now that it's out from under the watchful public eye.

Halifax lawyer Anne Derrick is one of those people. A crusader to improve the lot of these women — or children, as is often the case — Derrick successfully fought a proposed injunction by Nova Scotia's attorney general to stop street prostitution by outlawing communication between hookers and their clients. It was ruled that provinces don't have authority to implement such a law.

Derrick says the new law, similar to the proposed injunction, has "cleaned

up" city streets in only a very strict sense.

Hookers won't say what their long-term plans are. But Derrick feels they're indeed just lying low for a while, hoping police will forget them. She adds that even if the crackdown remains strong these women will be forced back onto the streets out of economic necessity, because that's where the customers are.

When they're driven back to the streets, Derrick says, they won't go back to their old haunts for fear of being arrested. "They're going to have to put themselves in areas that are less visible for the normal passer-by and therefore will put themselves in places a lot more dangerous."



STUDIO STILL LIFE

Lawyer Derrick crusades to help prostitutes

Halifax police don't share Derrick's concern. Sergeant Hosterman says the women know they're living a dangerous existence and that every customer they get into a car with or take to a hotel room is potentially dangerous. He believes business will stay off the streets under the new law and will actually be safer. He says when business is conducted indoors there are more people who may come to their aid when they're in trouble.

"They are creating a dangerous situation for themselves," he says. "It's a free world, and they don't have to be hookers."

Derrick says it's an insensitive society that takes that position. "Most of these women have no choice but to be on the streets."

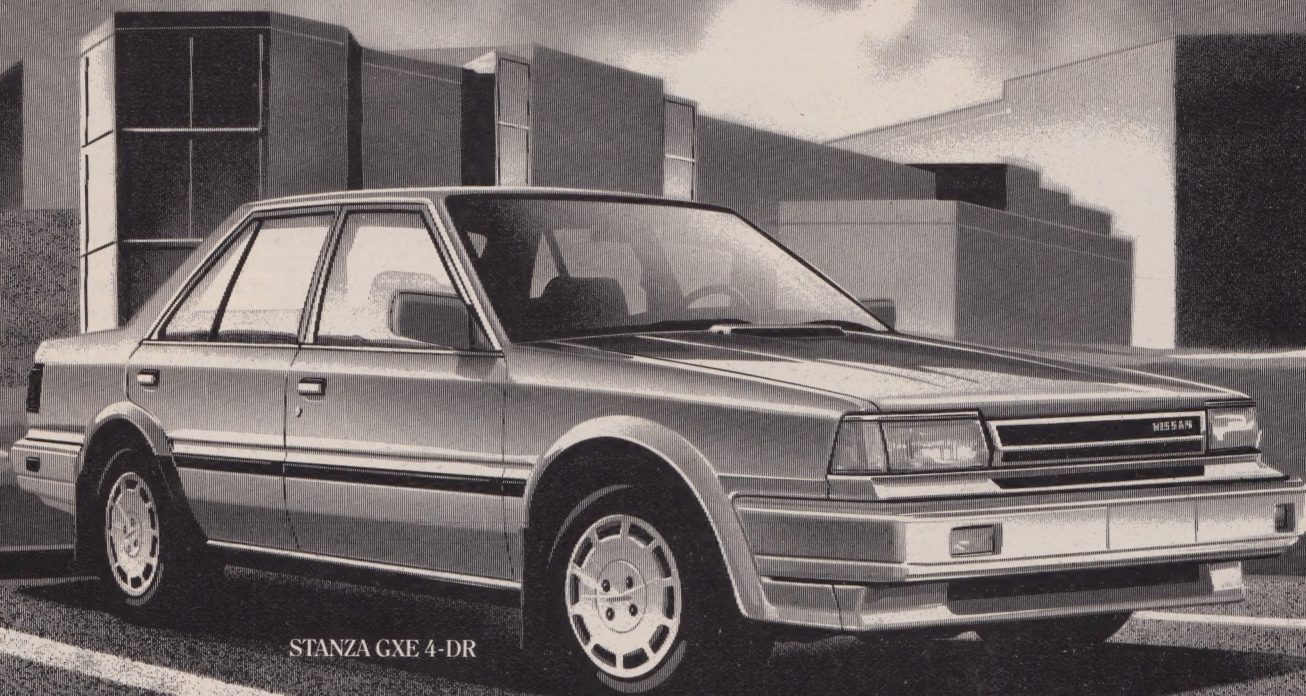
While the debate rages on, not much is being done to help these women. The Halifax city proposal to put social workers on the streets to deal with the hookers' problems was rejected by City Council.

The new laws and police enforcement are keeping the streets clean and the residents happy for now. But the last word goes to a young prostitute who stood outside the CBC radio building on Sackville Street in mid-December. "It's scary but you gotta earn a living."



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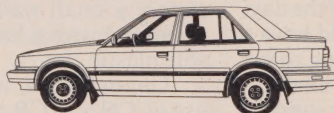
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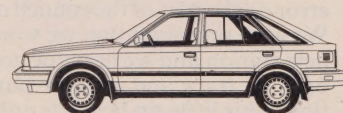
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# 1987 NISSAN STANZA



# A once-proud railroad city gets the train station blues



The station during its glory days and (inset) its "replacement"

*The demolition of Saint John's old Union Station still rankles. Now, with train traffic on the rise, the city wants a new station*

by Gavin Murphy

**T**he restoration of Via Rail's *Atlantic* train service between Montreal and Halifax has raised an old and thorny issue in Saint John, which is on the route: the matter of a train station. In 1973 the city's Union Station, an ivy-covered terminal building of heritage value, was demolished to make way for an expressway and replaced by cramped little boxes on the edge of town.

Now Saint John wants a new station. Leading the charge is Mayor Elsie Wayne, who explains that planning for the second phase of the city's redevelopment is under way and that a major component of this project is a new train station.

"We had a magnificent structure," laments Wayne, who vividly remembers taking the train into Saint John to attend school. "When our old station was demolished, I personally felt it was a grave error on the part of the council of the day. We were promised that we would have a new station and we are now going to get back on track and go after our new station. This little tin box was only supposed to be there for a short term."

The old station's fate was sealed in 1970 when Canadian Pacific downgraded its passenger services and moved out to a new depot adjacent to its freight operations in west Saint John. Canadian National remained behind at Union Station for three more years, but rising operating

costs and little interest in providing quality passenger service eventually forced its hand. CN pulled out and built a new station in the city's east end beside its freight yards. The demolition of Union Station created an absurd situation with remote terminals at both ends of town making connections virtually impossible and stranding passengers far from downtown hotels and city bus lines. The Canadian Transport Commission (CTC), the federal agency which regulates railway service, ordered Via, the Crown corporation which had taken over passenger train operations from CN and CP in 1977, to build a new downtown terminal. So a "temporary" station was quickly slapped together in 1979 to complement the introduction of Via's Montreal to Halifax through service via Saint John.

This station is essentially located where Union Station once stood. It is simply a small waiting room tastelessly furnished with a handful of uncomfortable plastic chairs.

Union Station was built for the joint use of CN and CP and opened in March 1933. The station was located on the site of the former Union Depot at the corner of Pond and Mill streets. The exterior was built of local red brick and the main entrance included a wide stone portico with four Doric columns rising a full 26 feet in height. Stone carved motifs of the symbols of travel were used to accentuate

focal points, the panel over the main entrance depicting transportation as a link between the east and west. Visitors and residents alike set their watches by large tower clocks located above the two entrances. The concourse and waiting room extended a full two stories and featured a newsstand, soda fountain and marble lavatories.

Union station fell victim to the 1960s and 70s sentiment that passenger trains were dirty, slow, noisy and uncomfortable. Not only railway management, but also urban planners and politicians dismissed the trains as relics of another era.

Fortunately for Saint John, the tracks were never removed from the downtown core because of the need for interchange facilities between CP's west end and CN's east end operations. These interchange tracks proved a key element not only for the restoration of a downtown station, but also in the creation of the *Atlantic*, a marriage of the former CP *Atlantic Limited* train from Montreal to Saint John and CN's *Scotian* from Halifax to Montreal.

"It's a shame the old station was knocked down — especially inappropriate that it was knocked down to put an expressway through," remarks John Pearce of Dartmouth, eastern vice-president of Transport 2000, the national public transportation interest group.

Pearce says that the activity at the current Saint John station is indicative of the support for public transportation in general, adding that it is really no worse than many bus stations.

Although the *Atlantic* is back in service and Via officials have predicted that 200,000 passengers per year will use the train, the likelihood of a new station in the near future appears slim. "The station now meets the requirements of the traffic levels," says Kathryn Taylor-Murphy of Via Rail in Moncton. "Via is able to offer a good level of service to its customers with the existing facilities. If traffic were to increase to a level where the quality of service would be affected, then we would look at the situation again."

Charlie O'Hara of Saint John, a veteran railroader with 50 years service who worked at Union Station as a gateman and assistant baggage master, isn't too impressed with the present situation. "I thought they should have never taken Union Station down and put up that box they've got there now. We had a terrific business at one time. Today it's a different ballgame, everybody's in a hurry." He fondly remembers the days when Union Station was bustling with activity and trains would arrive daily from Boston, Halifax and Montreal.

But this shell of a service and hopelessly inadequate station are all that's left for a once proud railroad city. For now anyway.

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# The Japanese and Anne of Green Gables: a love affair

*The Island has become an attraction for increasing numbers of Japanese enchanted by L.M. Montgomery's tale of a red-headed orphan girl*

by H. Shirley Horne  
**P**rince Edward Island's favorite red-headed orphan girl is fast becoming the province's most effective ambassador to Japan. The spunky, imaginative heroine of *Anne of Green Gables* has stolen the hearts of the Japanese. In fact the Japanese fascination with Anne, of the novel by Lucy Maud Montgomery, is bringing increasing numbers of Japanese visitors to the Island.

Last year P.E.I. had nearly 4,000 Japanese tourists. If the flood of inquiries from Japanese tour planners, journalists and photographers is any indication, 1986 will bring even more. And it's mainly because of Anne.

The Japanese fascination for Anne has led to the publishing of *Anne of the Red Hair*, a beautifully bound Japanese edition of *Anne of Green Gables*. A best seller in Japan, it tells the story of Anne but also includes a wealth of information on P.E.I. crafts, foods, clothing and scenery.



MacDougall and Yagamuchi: making them feel at home

Two fast-growing Japanese fan clubs have sprung up as a result of interest in Anne and her creator. Membership in the clubs is nearly 600 and is made up mainly

of young girls, though sometimes whole families are included. Fans go on picnics and outings together. One of the clubs, called the Buttercup Fan Club, focuses mainly on Anne, while the other centres on Lucy Maud Montgomery.

The Buttercup group publishes a 200-page publication three times a year for its members. An attractive, well made book, it's filled with Anne memorabilia and bits and pieces of information about P.E.I.

Some Japanese, perhaps inspired by Montgomery's descriptions of the beauty of Island scenery, have taken to naming their vacation hideaways "Anne of Green Gables."

The Japanese can't seem to get enough of Anne. The success of an animated Anne cartoon made two years ago for young children, prompted Taeko Watanabi, a popular Japanese cartoonist, to spend a month at Cavendish last summer researching for yet another animated Anne film, this one to be aimed at older children.

When the Charlottetown Summer Festival production of *Anne* was performed in Japan in 1970 it was so popular that they produced their own version starring a Japanese girl as Anne.

A Japanese publishing company has produced two books about L.M. Montgomery. And *Spirit of Place*, a book of photographs of the Island, has been published in Japanese.

Japanese enchantment with Anne prompted top Japanese rock stars and TV personalities to travel to P.E.I. last summer to gather information for their shows and to do on-the-spot filming. A half-dozen tour wholesalers have recently been

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to the Island collecting information. Two Japanese publishing companies are at present publishing tour guides of P.E.I.

The Anne craze began about 35 years ago when two sisters brought a copy of *Anne of Green Gables* to Japan and recommended the novel for school reading lists. Anne has been growing in popularity ever since.

In fact in December of '85, when Seibu, one of Japan's largest conglomerates, launched a Lucy Maud Montgomery fair, P.E.I. was invited to send a delegation. The 16-member Island delegation included the premier, the ministers of tourism and industry and "Anne of the Red Hair" (Grace Finley, who had been playing Anne in the Charlottetown Summer Festival). To the delight of the Japanese, P.E.I. loaned Anne artifacts to the L.M. Montgomery fair — which had originally been planned as a two month event, but was so popular that it went on all spring.

By 1985 the Japanese inquiries were becoming so numerous that the P.E.I. department of tourism hired a Japanese-Canadian girl, Makiko Yagamuchi, who was living on the Island, to help with correspondence and conduct familiarity tours. Last spring when Yagamuchi attended Rendezvous Canada, an international tourism marketplace, she spoke to "at least 30 wholesale package tour dealers who seemed very excited about P.E.I." As a result, she has had a lot of correspondence to answer.

A seminar on how to accommodate Japanese tourists and make them feel at home was recently held in Charlottetown. The Island's deputy minister of tourism, Philip MacDougall identified three main types of Japanese visitors: young girls (it's customary for many young Japanese girls to take a trip abroad before they are married and many choose P.E.I.); honeymooners (a number of young Japanese girls return to P.E.I. on their honeymoon, since it's usually the ladies who make decisions regarding vacations); and older Japanese travellers.

MacDougall says that transportation is one of the biggest problems in bringing Japanese tourists to P.E.I. since airline schedules are usually difficult.

The P.E.I. delegation that went to Japan for the Lucy Maud Montgomery fair also included trade officials. Sales in such commodities as herring, herring roe, soya beans and processed foods have since resulted. The possibility of extracting lobster flavor from P.E.I. lobster shells was discussed. The Japanese also expressed interest in P.E.I. Christmas trees. But Island forestry officials have tried and failed with all manner of methods to transport trees to Japan with needles intact.

Tourism and trade! *Anne of Green Gables*, a simple story written in 1908, continues to work its magic in wondrous ways. Lucy Maud Montgomery (1874-1942), who wrote it partly as escapism from a troubled life, would surely be amused.

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# An inventor's breakthrough

*Bill Moores has made animal feed from fish waste. Will the animals like it? If so it could be a boon to the region's farmers*

by Cathy White

**B**ill Moores loves to put on the dog for visitors to his home at Portugal Cove outside St. John's. A large man with a gregarious personality, he looks odd balancing a tray of lavish hors

d'oeuvres. He inquires curiously after offering a visitor pâté on a cracker. Assured that it tastes great, Moores then announces that the pâté is made of his Universal Feed Stock (UFS), a new product that is about to be tested on animals

for the first time, and one which some agriculture experts feel could revolutionize agriculture in Atlantic Canada by ending dependence on western grain.

Two years ago Moores developed what seemed to be an incredible innovation: a cheaper way to feed animals without using costly grain. He put fish by-products and potatoes (plus a few undisclosed ingredients) through a fermentation process which converts fat and oil to digestible nutrients without using chemicals or additives. The end product is a balanced diet with no fishy taste. Fish meal — powdered fish waste — is fed to livestock now, but only in minute amounts. Animals don't like the taste. Moores' feed can be manufactured in fish plants now dumping most of their fish waste.

As good as it sounds, Moores' formula almost died at birth. Provincial and federal agriculture officials were enthusiastic. But after spending \$20,000 of his own money developing the product, Moores stumbled in the search for a fish company that would manufacture ten tonnes of UFS for hog feeding trials. The company had to agree to produce a prototype feed using an unfamiliar process in a bioreactor that had not yet been invented. "They all wanted a tried and true product. No one was willing to take a chance," says Moores.

Both Fishery Products International (FPI) and National Sea Products rejected his proposal, despite the provincial government's readiness to share production costs. Frustrated, Moores was ready to turn to foreign interests. "When word of this reached the provincial politicians, they decided to do some arm twisting. No one wanted to see Newfoundland lose out again," says Moores, a committed Newfoundlander. Last September FPI agreed to produce feed for the trials.

Half a dozen federal and provincial government departments have contributed money and services to ensure that UFS is tested on animals. Last fall Moores supervised construction of a fermentation tank that is now in use at FPI's Harbour Breton plant. This month technicians will start feeding UFS to hogs at Agriculture Canada's research station near Amherst at Nappan, N.S.

In return for its investment of \$25,000, FPI has the option to become the first company licensed to manufacture the feed for the hog industry. Moores is convinced the Harbour Breton plant, now a money loser, will be turning a profit in less than a year. "When this thing takes off you'll see fish companies making more money from fish waste than they make selling fillets."

The inventor is not alone in his optimism. Don Trenholme heads up the soil and plant division of the province's agriculture station outside St. John's. He's convinced the UFS formula could

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cut farmers' feeding costs by as much as half. "Moore has succeeded where others have failed," he says. "No one could figure out how to get the fishy taste out of fish by-products. It's a biological process that's simple and uses ingredients available right here in Atlantic Canada. The final product is dry and powder-like and seems to have an indefinite shelf life."

Trenholme and livestock geneticist Dr. Gerry Freake told Moores two years ago that Newfoundland's small farming industry is being strangled by the cost of transporting grain from the West. Farmers, Freake says, "need a feed that's not only less expensive but preferably one that will get the animal to market sooner."

UFS may in fact promote faster growth in animals. Hog farmers are feeding "only 15 per cent protein because that's all they can afford," says Freake. They'd like to feed 24 per cent. "The beauty of UFS is that it doesn't cost a lot more to raise the protein content." With a higher protein substance Freake thinks hogs would be ready for market 35 days sooner — a considerable saving.

There may be another hidden advantage to UFS. A by-product of the fermentation is penicillin. "It's a new strain of penicillin," says the inventor, "but it may eliminate the need for pharmaceutical additives in feed." Moores and his colleagues are convinced that UFS will eventually be used in beef, dairy and hog production as well as fox and mink farming and aquaculture.

Scientists who have analysed UFS say it is a remarkably simple product that is easy to manufacture.

Moores has had other successes as one of Newfoundland's few inventors. Now 56, he launched his new career seven years ago in his kitchen when he baked peat with a lime solution to produce a substance that absorbs oil in water. That invention is now in use internationally in the oil industry.

A man with a Grade 3 formal education, he says "I've been a professional boxer, construction worker, farm helper, house painter and restaurant owner. I've got no time for bureaucrats and businessmen. Just give me the problem and leave me alone to solve it."

By April, Moores and FPI will have their first results from the hog feeding trials. "I'm not the least bit worried about whether animals will eat this stuff," he says. "If people will eat it, why shouldn't pigs?"

Moores says the feed invention itself was not as significant as getting government and industry to listen to him. "Canada is a terrible place for an inventor to work. I've written 500 letters in the last seven years to people who wouldn't listen to me. They'd rather import a new technology developed somewhere else. I might be the first man in Canadian history to get the National Research Council, DRIE, and the federal and provincial departments of agriculture and fisheries working co-operatively with private industry. That's what it took to get UFS into production. And that's no mean feat." ☐

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## SMALL TOWNS



The 300-foot span of the International Bridge is the busiest border point in the Atlantic region

# St. Stephen, N.B.

*It's a well-known border town and the home of the Ganong chocolate company. It also has staggering unemployment and some social problems to go with it. But beyond all that it's a town with a great deal of the spirit of self-help*

by Sue MacLeod  
**W**alk down the main street of St. Stephen, N.B. — population 5,200 — and three things will capture your attention: the sweet smell of simmering chocolate, a busy stream of traffic and the United States of America. The chocolate aroma rolls out from the rambling, red brick factory of Ganong Brothers Ltd., the independent candy-makers who have operated on St. Stephen's main drag, Milltown Boulevard, since 1872. The scent, on this day, is like that of a brand new box of chocolate-covered cherries, just after you've lifted the lid.

Milltown Boulevard runs along a narrow stretch of the St. Croix River, which separates St. Stephen from its twin — the slightly smaller community of Calais, Maine. Standing in front of the chocolate factory, the buildings of downtown Calais (pronounced "cal-lous") are little more than a stone's throw away. The two towns don't look like distinct communities, let alone different countries. Yet, a couple of blocks down the boulevard, a large sign proclaims the entrance to the U.S. via the Ferry Point

International Bridge. This 300-foot bridge sees more traffic than any other border point in the Atlantic Provinces. With more than two million crossings a year, St. Stephen is said to be the fifth busiest of Canada's 120 U.S. border crossings. Hence the steady rumble of cars, trucks and buses that makes the town feel bigger and more bustling than it is.

Residents hopscotch from one country to the other with an ease that takes newcomers by surprise. "It's our world," explains musician and storekeeper Dave Craig, as he looks out the window of his Milltown Boulevard music shop. "There's a river that flows through the middle of it, and a customs stop." Most St. Stephen residents "go over the river" anywhere from once every couple of weeks to several times a day. Gas is much cheaper "on the other side," the difference in the dollar notwithstanding; and the selection of fresh produce far superior in American supermarkets. St. Stephen teens flock to Calais for the area's only McDonalds and sole movie theatre. St. Stephen, for its part, has the shopping mall. For a long time, it boasted the only

hospital and, later, the one maternity ward. For years, most Calais babies were born on the Canadian side; their mothers, resting after delivery, could look across the river to their homeland. "We depend on each other entirely," says Maria Kulchur, who came to St. Stephen in 1977 when her husband was transferred to the area. "One of the things that gives zest to living in St. Stephen is the fact that you cross that border and there's extra over there. There's more of the same and yet something different." St. Stepheners cross the border to go bowling; Calais curlers play in St. Stephen's 100-year-old rink. Calais radio station WQDY serves both communities; St. Stephen's *St. Croix Courier* is the major newspaper for the two towns. People point out with pride that St. Stephen and Calais fire departments answer each other's calls, zipping across the International Bridge with only a quick nod to the customs officials on duty. The 14-year-old International Festival, celebrated every August, includes a parade that travels from one side to the other with both flags flying. Moreover, since before 1908, St. Stephen has supplied water for both communities. This has earned Calais a mention in Ripley's *Believe It or Not*: the only town in the world to receive its water supply from a foreign country.

Canada Customs employs 125 people and, in the words of St. Stephen Mayor Doug Hansen, "the border gives the towns a reason to survive." Townspeople on both sides are locked into a proud and determined struggle to do so. "We're all in the same boat," says Duncan McGeachy. "We're at the lower end of the economic scale." Last year, McGeachy conceived and organized St. Stephen's

PHOTOS BY AL CORRETT



## SMALL TOWNS



Ganong Brothers has been making chocolates since 1872

first annual Chocolate Fest, complete with candy treasure hunt and chocolate moose as mascot. The fest was held in conjunction with the International Festival, in a successful attempt to draw more visitors to the celebration. "And besides," McGeachy smiles, "Ganong employs 260 people in this town. They deserve the acknowledgement." McGeachy, whose father worked at the chocolate factory, is recently retired after 25 years as principal of St. Stephen's high school. McGeachy is active on the St. Stephen Development Board, a spin-off organization of the Chamber of Commerce trying to find solutions to the area's biggest problem — an unemployment rate of about 30 per cent which was calculated *before* the much-publicized shutdown of the Star-Kist tuna plant in nearby Bay-side put another 400 people out of work. It's a desperate situation that remains virtually invisible on most of the wide, well-kept streets of St. Stephen. Townspeople suggest that those hardest hit by a recent surge of industrial failures are people in the outlying communities such as the ridges — wooden ridges with pretty names like Scotch Ridge and St. David's Ridge — that wind their way up from the St. Croix River Valley.

St. Stephen itself is buffered somewhat, by people who work for the steady employers: Ganong Brothers, the hospital, the federal and provincial governments and the 25-year-old, German-owned Flakeboard Company. The town is also cushioned by a higher than average percentage of residents over 55, whose spending habits tend to remain stable. Many people retire to St. Stephen, including some Canadians who have worked in the U.S., but who return to this country for its social security benefits.

St. Stephen is a town with two faces:

that which has been always called St. Stephen and, on the other side of Boundary Street, a smaller section that was known as Milltown until the two amalgamated in 1974. Many "Milltowners" still resent the accompanying loss of identity. The original St. Stephen is a community of comfortable, good-sized houses on generous lots; many of the more imposing ones have been converted to flats. It's a homey, nicely groomed place, neither quaint nor distinctive in appearance. The downtown core provides shopping and business services for surrounding Charlotte County, including the nearby resort town of St. Andrews.

The former Milltown, on the other hand, has a less tailored, more rural feeling. Among its homes are rows of

semi-detached housing, built for the employees of the Canadian Coloured Cotton Mills Company, which operated from 1881 to the 1950s.

People on both sides of Boundary Street describe their town as "conservative," a place where traditional values are held in high esteem. Many of the men hunt and fish. People belong to service-oriented clubs like the Lions, the Kiwanis, two branches of the Royal Canadian Legion and three chapters of IODE. It's a sports-minded place, where almost everyone talks about high school and community baseball and basketball. On the streets: a proliferation of blue jeans, baseball caps and flannel shirts. The town library, attractively housed in a former CP railway station, is a source of pride. Nearby is the self-supporting Senior Citizens Drop-In Centre. In addition, the Salmon-falls Senior Citizens Club has recently obtained a New Horizons grant to turn a former post office into a club building.

"There is a lot of activity in St. Stephen," says Beverley Brownrigg, who moved to the town from Halifax two years ago. "Especially a lot of volunteerism. People are very concerned about their community. Not so much about planting a tree in this spot or that, like some towns. But they're very concerned about the people of St. Stephen."

One woman, Trudy Higgins, has turned her own, personal sense of concern into a network that helps seniors throughout the county. Higgins is a friendly, easy-going woman, the mother of two teens. She has spent all of her life in St. Stephen. "My father ran a grocery store here," she recalls, "and I worked with him. We delivered groceries to people's homes, and most of the people I delivered to were senior citizens. So I got in the habit of sweeping steps, taking in the mail and different things... you know... maybe grabbing a cup of tea." In 1977, she applied for a federal job



The St. Croix Library is the former CP railway station



creation grant and started Home Support Services. Today, working in connection with the provincially funded Community Based Services for Seniors, Home Support provides transportation, friendly visiting telephone reassurance, meals and other services to seniors in Charlotte County. It employs five coordinators who work with some 500 volunteers.

Like most St. Stephen natives, Trudy Higgins has family on both sides of the international line. "To marry an American and move to the States is not a big deal here," she explains. "It's just across the river." Case in point: two Canadian Customs officers, working on the St. Stephen border, have wed Americans and live "on the other side."

St. Stepheners are quick, nonetheless, to pinpoint distinguishing national traits. "I find there are differences in people, just by jumping across the river," says Elaine Bateman, 27, managing editor of *The St. Croix Courier*. *The Courier*, published independently by Richard Granville in St. Stephen, dates back to 1865. A twice-weekly paper, it attracts energetic young journalists with its solid reputation and editorial freedom.

"People in Calais have a different outlook," Bateman continues. "They show their feelings more. Here, we're more tight-lipped. We go through the proper channels." Calais natives speak with what's known as a downeast American accent. Visitors will notice the "r" sound fade from some syllables —



Mayor Hansen says "the border gives the towns a reason to survive"

such as in "reguluh", "dolluh", and "incorporate" — as they cross the International Bridge. Joe Richardson, who runs a machine shop in St. Stephen, expresses a widely held view: "Americans are more for spending their money."

Richardson's daughter Margaret, 31, of Bedford, N.S. recalls her teen years in St. Stephen. "There has always been a lot of rivalry and competition between kids from the two countries," she says. "We

were of course more familiar with their culture, which seemed more interesting." Politically, she believes the proximity affected her outlook on America. "You want to say 'they're bad dudes' or 'that's a bad situation and Canadians had nothing to do with that.' But I remember, with Vietnam, you know, that we had a lot to do with that. Lots of our friends and relatives went there."

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## SMALL TOWNS

largely responsible for founding St. Stephen, was a Loyalist who came north after the American revolution. In 1784, he and 104 other settlers sailed from Halifax and camped along the shores of the St. Croix. The British Crown granted each family 100 acres of land and a generous supply of tools and rations. The settlement, only 12 miles from St. Andrews Bay, was in an easily accessible spot for large vessels. Soon, ships came laden with merchandise to trade for St. Stephen's magnificent pine. By 1790, the population had grown to several hundred. The area's first store opened around that time in the much smaller settlement of Calais. Already, the people of St. Stephen were travelling "over the river" to shop.

In 1797, the first schooner was built in St. Stephen. By 1800, the town boasted seven sawmills and had become a lumber and shipbuilding centre. Downtown St. Stephen's King Street, originally called King's Mast Road, was laid out as straight as possible to accommodate the movement of the King's masts — tall straight pine trees more than three feet in diameter.

The friendship between St. Stephen and Calais continued to cement. During the War of 1812, Calais celebrated a Fourth of July with gunpowder borrowed from St. Stephen's supply — a small supply which had been provided for defence against the Americans! And each side guarded that friendship by refusing to fight in the war.

The years from 1830 to 1860 were a golden era for the communities. By that time four bridges spanned the St. Croix. By the late 1800s the forests were largely depleted; the wooden shipbuilding trade had declined. St. Stephen turned to manufacturing to survive. By the early 1900s the town — with a population almost the same as today — boasted a carriage factory, two beverage and bottling companies (remember Morning Orange pop?), an axe factory, a shoe factory, a soap manufacturer (many Atlantic Canadians recall the big amber bars of Surprise Soap), Ganong Brothers chocolates and the cotton mill at Milltown. Most of these were gone by the 1950s. The St. Croix Soap Manufacturing Company, for example, was purchased by Lever Brothers, operated for a year or so, then closed.

Ganong Brothers is the sole survivor. Its corporate folklore has become a part of St. Stephen's heritage. Consider the story of how A.D. Ganong, former company president, invented the chocolate bar in 1906. He and a friend were going on a fishing trip. They wanted to take along some sweets but were worried that the hot sun would wreak havoc on their bags of candy. A.D. hit on the idea of sticking four or five chocolates together and wrapping them in foil. Thus, a new product was born.

But neither Ganongs nor the town can escape some very modern tensions. One

night vandals tampered with a tanker rail car near the company's Chocolate Drive warehouse, releasing \$15,000 worth of glucose. The next day, company representatives disclosed that the firm had suffered more from vandalism in the past three years than in its entire first century of business. This is part of a dramatic rise in break and enter and vandalism in the community. Parents worry about an increase in drug abuse. Tempers flared on a Friday night in October, when police attempted to break up a noisy group of about 50 young people, many in their early 20s, who had gathered along Milltown Boulevard. The ensuing brawl lasted for two and a half hours, resulting in damage to the town's police cruisers and attracted national media attention. "St. Stephen is finally on the map," Trudy Higgins laughs ruefully. "But," she defends, "we aren't having more problems than any other community with a very high unemployment rate."

A series of plant closures has left people in the area feeling powerless. Mayor Hansen rattles off names like Freightmaster, Great Northern Fence Company and Texas Steel — American interests that came, and then left. "A lot of it has been done through the enticement of both federal and provincial tax concessions," he says. "For a few years, things looked good to some of these American companies. When it starts to get tough, they just pull out, without any great loss to themselves." The Texas Steel foundry employed 300-400 before closing in the early 80s after only a few years in business. It was primarily involved in making castings for Caterpillar tractors. The Texas-based parent company pulled out after President Ronald Reagan disallowed a major trade agreement between Caterpillar and the Soviet Union. Even the Star-Kist tuna plant, with its decidedly rocky future, is foreign-owned — a subsidiary of American giant H.J. Heinz.

St. Stephen wants more local and regional control, and things are beginning to happen. A group of former Great Northern Fence employees have reopened that facility with a handful of workers. Saint John Foundry Ltd. has purchased the former Texas Steel property. They plan to open a subsidiary foundry in St. Stephen later this year, employing 30 to 40. David Ganong, president of Ganong Brothers, is glad to see it. "Getting one major firm to employ 1,000 people is not going to solve the unemployment problems in this area," he says. "What would be better would be a number of firms employing 40 people each." The 39-year-old Ganong, who grew up in St. Stephen, is now raising his own three children in the town. "Clearly," he continues, "the community itself needs to work very hard to develop new industry."

The St. Stephen Development Board is awaiting federal approval for an agency

to encourage new business in the community. The board touts the town as a good place for small and medium size companies that want to exploit the Canadian and U.S. markets. It also notes St. Stephen's prime location for tourism and is seeking ways to persuade more passers-through to stay a little while in the town. Already, the board has convinced the provincial government to open St. Stephen's tourist bureau year round, making it New Brunswick's only information centre operating in the winter months. Government funds have also been tapped for the recent beautification of the old St. Stephen wharf.

"St. Stephen has always been a survivor," says Richard Garcelon, an entrepreneur whose interests include a printing business and a Pizza Hut franchise. "Even at times when there have been problems, St. Stephen has always come back and it always will." *The Courier's* Elaine Bateman describes it as "a town used to living on the edge, in more ways than one." Since the end of the golden era in the 1800s, St. Stephen has relied on hard work and ingenuity. Many people in the area make their living from fishing and small woodlot operation.

When times are hard, many low income people pay a visit to Judy Reid, executive director of the St. Stephen Volunteer Centre. The centre runs a provincially funded Community Voluntary Action Program, which provides help in such ways as used clothing, school supplies and other essentials. Reid, 37, is also planning to set up a food bank. "We want to give people a hand up, instead of a handout," she says. "We want to provide a network of low cost goods." For instance, instead of giving out winter coats and goods, the centre held a special swap day when winter clothes could be traded or purchased for a nominal fee.

Judy Reid's brown eyes light up when she explains that most of the volunteers who help her run the centre — answering phones, sorting and repairing clothes and picking up donated furniture — are the people who make use of its services. "It's really a place for people to take part; to help themselves and each other."

Reid and her husband left St. Stephen several years ago and headed for Toronto. "I never wanted to leave," she says. "The only reason we went away was because we couldn't make a living here. It's even more that way right now, for young people. If they want to make it here, they may have to go away for a while and then come back." Reid, who was widowed and recently remarried, came back four years ago and started working at the Volunteer Centre. Her son, age 18, has returned to Toronto, but only to earn enough money so he can build on the piece of land he has purchased in St. Stephen. "I used to think this was a dead end community," Judy Reid admits. "I don't think so anymore." ☒



## HARRY BRUCE'S COLUMN

# "If a farm can't smell like a farm, we're all in trouble"

*Urbanites escaping to country homes are creating big problems for farmers. Instead of launching lawsuits, they should hold their noses*

**F**arms smell. Sometimes they stink to high heaven. City people, as a rule, dislike the odors of rotting compost, liquid fertilizer, and steamy manure. As the cities spread into the countryside, and as city people retire to more distant farm territory, a classic confrontation occurs between the farmers whose farms smell, and the newcomers who smell the smells. I call the newcomers "the smellees."

In court after court across the continent, the smellees, whose noses I imagine to be permanently crinkled with disgust, have been challenging the farmers to farm without making smells. The trouble is that although science has enabled us to put men on the moon, invent the microchip, and incinerate the entire globe, it has not yet perfected a cow, pig, or chicken that does not shit.

One irony is that the smellees are often the sort who adore outdoor barbecue parties. Over hot charcoal in pricey cookers that look like space satellites, chickens turn on spits. Chops and steaks sputter on grates. The aprons are clever, the wine is fine, the livin' is easy, and the luscious aroma of sizzling meat floats across the pool and into the trees. That's one smell. But it's impossible to raise chickens, hogs and cattle to the point where pieces of them make a good smell at a barbecue without raising a bad smell on someone's farm. That's the other smell. I think the smellees should learn to take the bad with the good.

Instead, they're hiring lawyers to fight odors. (Some of us see another irony in hiring lawyers to improve the smell of anything; but then, again, the public does not think journalists are all that fragrant, either.) "Fearful of lawsuits from transplanted city dwellers who want country living without farming smells," David Abbass recently reported in *The Chronicle-Herald*, Halifax, "farmers are drafting legislation they want passed to protect their right to farm... Costly lawsuits brought against farmers elsewhere in Canada, including one lost by a farmer in New Brunswick and two suits, one still pending, against Nova Scotia farmers, have the agriculture community here worried." Abbass added that Manitoba and Quebec have laws regarding "nuisance suits against farmers." British Columbia, Alberta, and New Brunswick were drafting similar legislation, and no less than 35 of the United States had already felt compelled

to pass right-to-farm legislation.

Things have come to a dismal pass when, in a world in which hundreds of millions are starving, we actually need laws to protect a farmer's right to grow food. But the legislation is an inevitable response to the lawsuit fever that's sweeping North America. The smellees' suits are just one symptom of the disease. Another is the fact that, a couple of years ago, the United States boasted no fewer than 600,000 lawyers. How many are there now? A million?

I knew lawsuit fever was making its deadly way into Canada in the mid-'70s, when even our journalists began to sue one another for wrongful dismissal, wounded feelings, and supposedly damaged reputations. Now, in 1986, we hear that, thanks to massive court settlements in the U.S., insurance companies are jacking their charges to sickeningly high levels. This will cost you and me, brother, and so will lawsuits against farmers. How can they pay their lawyers without raising the prices of the food they sell? Poet T.S. Eliot wrote that the world would end "not with a bang but a whimper." Wrong. It'll end in a courtroom, or possibly an out-of-court settlement.

Consider the poor Bloome boys. Wayne and Dale Bloome grow mushrooms near Vancouver. To make their compost, they struck a deal with chicken farmers. They give the farmers sawdust in return for chicken manure. "They have trouble getting rid of it anyway," Dale explained in *Harrowsmith* magazine, "so we're really helping each other out." The Bloomes mix the chicken manure with straw, and each day a machine turns and waters the rows of compost. The rows are six feet high, and the Bloomes make 500 cubic yards of this steamy black mush every week. After three months on the mushroom beds, it's a crumbly, dark soil, and the Bloomes sell it to nurseries. So the brothers are happy, the chicken farmers are happy, and the proprietors of the nurseries are happy.

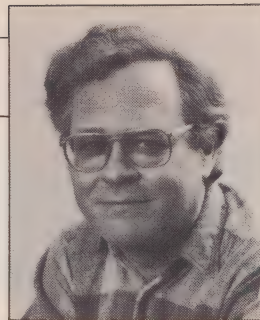
The smellees, however, are not happy at all. "Unfortunately, the land the Bloome family has farmed for 33 years in south Surrey faces the growing threat of urban sprawl," Nicholas Grimshaw reported in *Harrowsmith*. "Trendy signs direct people to nearby housing tracts with names like Whistling Pines Estates and Eagle View Developments. Urbanites, tired of city life, are escaping to country

homes, bringing with them some peculiar notions about nature." They bombarded the Surrey municipal office with complaints about the stink from the Bloomes' compost heap. They handed the brothers a petition, demanding they eliminate the "unbearable odor." They leaned on the municipal council to stop the composting.

The council brought in a biologist from Washington State, and he recommended a deodorizer called 7 Scent. The Bloomes, voluntarily and at their own expense, installed the system, but they were "once again besieged with calls from residents, this time demanding more information about the deodorizer. A British Columbia Institute of Technology chemistry instructor wanted results of any testing done on the substance, and one angry caller accused Dale of polluting the environment with cancer-causing chemicals." He quit using 7 Scent. "I still don't know what to do," he told Grimshaw. "We haven't done anything wrong. This is a rural community. If a farm can't smell like a farm, we're all in trouble."

As recently as the '60s, a few European immigrants were still getting away with keeping goats and chickens in Halifax but, except at fairs, I haven't seen a live farm animal in any sizeable city in my entire life. For health reasons, our cities have banned the raising of livestock within their limits, and no one doubts that this is a good thing. Nor, until recently, did anyone doubt that the place to grow food to feed the fastidious city-dwellers was out in the countryside on smelly farms. Now the citified smellees would sabotage this ancient and sensible arrangement. They are the ones who are doing the encroaching. In most cases, the farms and their smells were in place long before the smellees arrived, with their twitching noses and threats of writs.

If we're going to harass farmers simply because they send bad smells rolling across the land, then what will we do about pulp-and-paper mills? The one that my own twitching nostrils know best is Scott Maritimes, Ltd. at Point Abercrombie, Pictou County, N.S. You can sometimes pick up the stench from that mill a good 30 miles away, and for a couple of decades hundreds of farmers in the surrounding countryside have put up with those rotten-egg whiffs. There may be rare cases in which smellees are fighting a genuine injustice but, on the whole, I think they should learn to do what these same bluenose farmers have done: hold their noses, and let the producers get on with their job. ☐





# The federal eclipse



**John Crosbie's fading influence is a symptom of more than his own problems with accusations of nepotism and patronage. It points to a general decline of strong Atlantic representation in cabinet**

*The loss of clout of John Crosbie, Robert Coates and Elmer MacKay in the federal cabinet are signs of Atlantic Canada's weakening influence in Ottawa. For a region with so many federal supports, that's a very serious matter*

by Susan Murray



Item. February 1985. Hounded by questions about his visit to a West German strip bar, Robert Coates tells a hushed House of Commons in a voice strained with emotion that he is resigning as minister of national defence.

Item. August. Elmer MacKay is demoted from the high profile solicitor-general's post to minister of national revenue, a political backwater, as punishment for secretly meeting with Premier Richard Hatfield while the latter was under investigation for the possession of marijuana. It was a major political goof for Canada's chief law enforcer.

Item. September. In the eye of a storm over nepotism and patronage, Justice Minister John Crosbie loses control in the Commons and, on the verge of tears, angrily defends the awarding of government legal work to firms employing his two sons. Other government ministers look away in embarrassment.

Losing Coates' presence in the cabinet was a blow to the region, says Nova Scotia Tory MP Pat Nowlan. "That's the sadness of the Coates affair. He had the experience, the political savvy, the friendships in high places that no other member had from Atlantic Canada."

As for MacKay, "He's just shell-shocked," according to Cape Breton Liberal MP David Dingwall. "There's no zip left."

And John Crosbie "doesn't have a bit of clout left," in the words of Newfoundland Liberal Brian Tobin. "It's an open secret Mulroney is barely putting up with him. I think Crosbie is just looking for a way to exit gracefully."

The loss of influence of Coates, Crosbie and MacKay carries a meaning beyond individual misadventures. It underlines the decline of the influence of Atlantic Canada in the federal cabinet generally, despite the fact that the region gave the Tories 25 of 32 seats in the last election — the largest number of Tory seats since 1958.

The Liberals, recalling the still-recent glory days of Allan MacEachen, Don Jamieson, Romeo LeBlanc and others in the cabinet, have wasted little time picking up the issue. "We're being cut adrift. The government has abandoned Atlantic Canada," says Dingwall.

The Opposition points to the fact that not a single Atlantic minister has an economic portfolio and worries about what that means for the flow of federal money to the region. Newfoundland's Liberal MP George Baker feels the Mulroney government has tied its wagon to Quebec and the West. "When the Liberals were in we only had Ontario, Quebec and Atlantic Canada to worry about," he says, brutally candid about the exclusion of the West during the Trudeau years. "It was easy to get extra goodies for the Atlantic region."





# of Atlantic Canada

Senator Michael Kirby, a former top adviser to Prime Minister Trudeau, recalls the influence of MacEachen, Jamieson and LeBlanc. "I was at the meetings," he says. "I know that they kept the region alive." Kirby thinks the department of regional economic expansion created by the Liberals as a cornerstone of national economic policy 20 years ago has been all but dismantled under the Tories. "Instead they've gone back to the pre-1965 philosophy of development which says objectives of federal economic policy are to develop Canada as a whole and let benefits trickle down to the less developed regions" — an approach Kirby feels has been discredited.

The Grits recite a litany of Tory economic policies that they complain were crafted without any concern for their impact on a region kept afloat by government generosity: the slashing of nearly a half billion dollars from regional industrial expansion programs; transportation deregulation that could result in less service for the region; the cancellation of the lucrative Petroleum Incentive Payments (PIP) that fuelled exploration off the East Coast; the closure of the two heavy water plants in Cape Breton; a reduction in public service jobs; the reliance on the private sector to revitalize the country when there is little public sector in Atlantic Canada; and the cutting of government spending when so much of Atlantic Canada relies on government dollars.

They also point out that while the Mulroney government brags about the economic recovery, Atlantic Canada's unemployment levels continued increasing through 1985, the first full year of Tory rule. In Newfoundland the jobless rate went from 20.5 per cent to 21.4 per cent. In Nova Scotia, the increase was from 13.1 to 14.0; in P.E.I., from 12.8 to 13.3, and in New Brunswick from 14.9 to 15.3.

George Henderson, the only Liberal from P.E.I., says there's grumbling from his constituents. "There's no question we feel slighted. People are embarrassed by the kind of representation they're getting." He points to what he considers the ultimate insult to the region. Last summer the government announced that a special prisoner handling unit slated for Renous, N.B., had been cancelled at the same time a new penitentiary was announced for the prime minister's Manicouagan riding. "That just wouldn't have happened in the old days," moans Henderson.

If this sounds like sour grapes and bellyaching from Liberals, there's the fact that all four Conservative premiers from the region have expressed dismay about Ottawa's cut-backs in transfer payments. Insiders also say when a senate seat from Nova Scotia was open, Premier John Buchanan and the two federal ministers from the province all recommended local favorite Fred Dickson. Their advice was ignored and Ottawa appointed Finlay MacDonald instead. "Is there anyone up there who will speak for the hinterland?" pleads Rollie Thornhill, Nova Scotia minister of development.

Some federal Tories have a disaffected word or two on the subject as well.

There are more Tory old-timers in the House of Commons from Nova Scotia than anywhere else: 27-year members Bob Coates and Lloyd Crouse, and 20-year veterans Mike Forrestall and Pat Nowlan. "Long-time support is one of the rewards of representing an Atlantic constituency," says Nowlan, 54, the MP from Annapolis



**"I'm getting into dangerous ground but we do need a strong regional minister," says Nova Scotia Tory MP Pat Nowlan, who's disappointed with the federal government's neglect of the region. "It's imperative for Atlantic Canada to have a stronger voice"**

PHOTOS BY CANAPRESS



Valley-Hants. "You can build up the personal contact to fight against the tide of the party, something you can't do in the concrete canyons of Scarborough." He should know. A recent Tory poll in Nova Scotia showed they now had only one safe seat in the province — Pat Nowlan's.

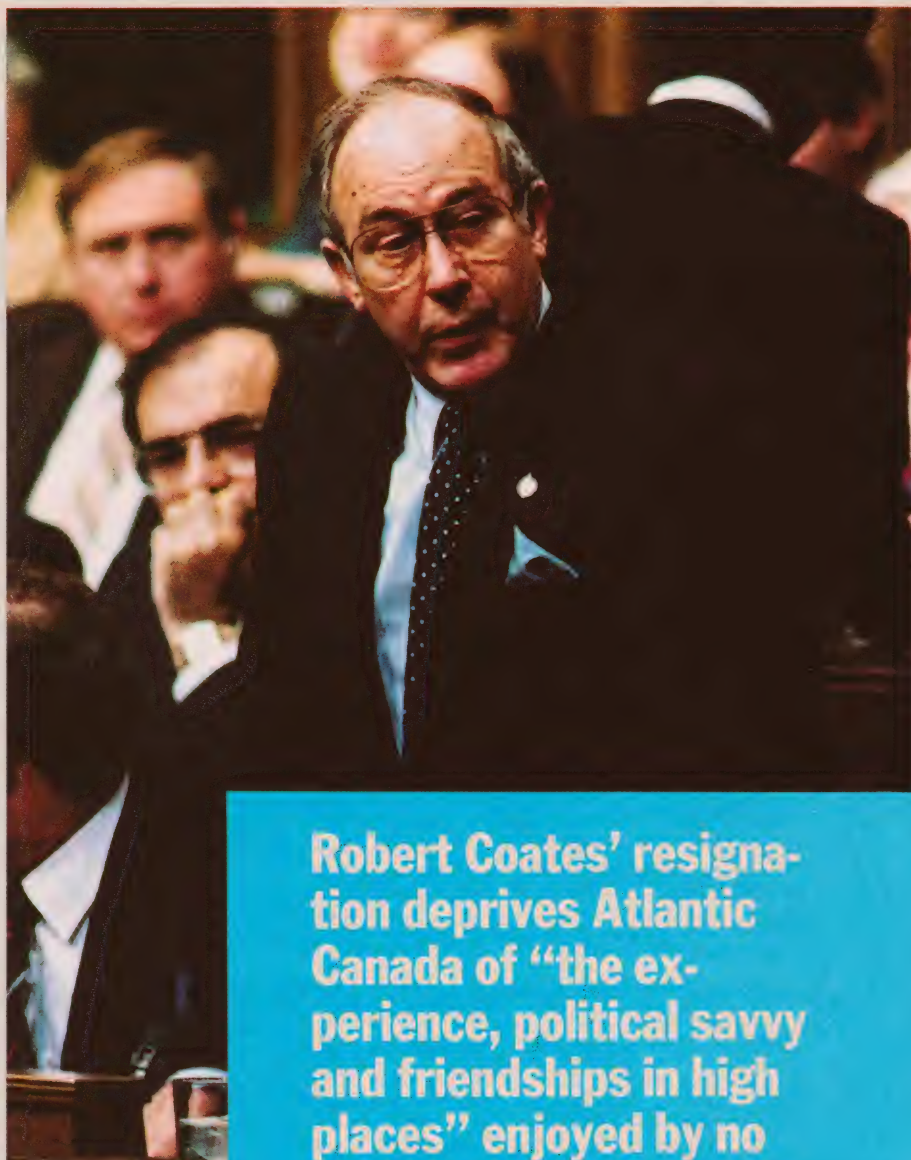
When he first came to Ottawa in the 1960s there were strong Conservatives in the Atlantic caucus: Robert Stanfield from Nova Scotia, Gordon Fairweather from New Brunswick, Heath Macquarrie from P.E.I., and Frank Moores and John Lundrigan from Newfoundland.

Puffing on his ever-present cigar, Nowlan says he's not that impressed by what he sees now. "I'm getting into dangerous ground but we do need a strong regional minister. I say that with no hesitation. It's imperative for Atlantic Canada to have a stronger voice." Nowlan admits he had hoped John Crosbie, the man he supported in the Tory leadership convention, would have played that role. "Let's just say he's too busy now with Newfoundland and I'm trying to be kind. Look, there's a problem in this area."

Nowlan is a big bear of a man and true to form is as disarmingly honest about his disappointment in what the Tories are now doing for Atlantic Canada as he is about his own career. He had hoped to follow in the footsteps of his father George who was minister of finance under Diefenbaker in 1962-63. "My problem with the cabinet goes back to Joe Clark. I was the only leadership candidate of 1976 that didn't get a cabinet post. Joe felt I drank too much and was frank enough to discuss it with me. I've never said this in public before but when you're underchallenged alcohol can come into it." He turns to reflect on the Mulroney cabinet. "I had no expectation to be in Mulroney's first cabinet. He owed others. But with the subsequent one I can't be as charitable."

That subsequent shuffle in August, in a surprise move, brought in backbench rookie Stewart McInnes, 48, from Halifax, as supply and services minister. Mulroney has followed the tradition of the Trudeau administration who, with Allan MacEachen and Gerald Regan, had made Nova Scotia the only Atlantic province with two cabinet ministers. So McInnes benefited from the vacuum left by the resignation of Coates.

Coates, 57, has made himself off limits to the media, but he's still fighting in court against Southam News who first reported on his trip to Tiffany's strip bar in Lahar, West Germany, and raised questions of a breach of security. Since his resignation it's been revealed that Coates spent \$83,597 on travel expenses in the last fiscal year, more than any other minister, even though he spent the least time in the cabinet. However, he has been cleared of a charge of sexual harassment by the Human Rights Commission, filed by a former secretary. Coates had always been known for his cold warrior ways of ex-



**Robert Coates' resignation deprives Atlantic Canada of "the experience, political savvy and friendships in high places" enjoyed by no other member from the region**

Pressing his right wing views: pro the South African government and capital punishment and against bilingualism policies and homosexuality.

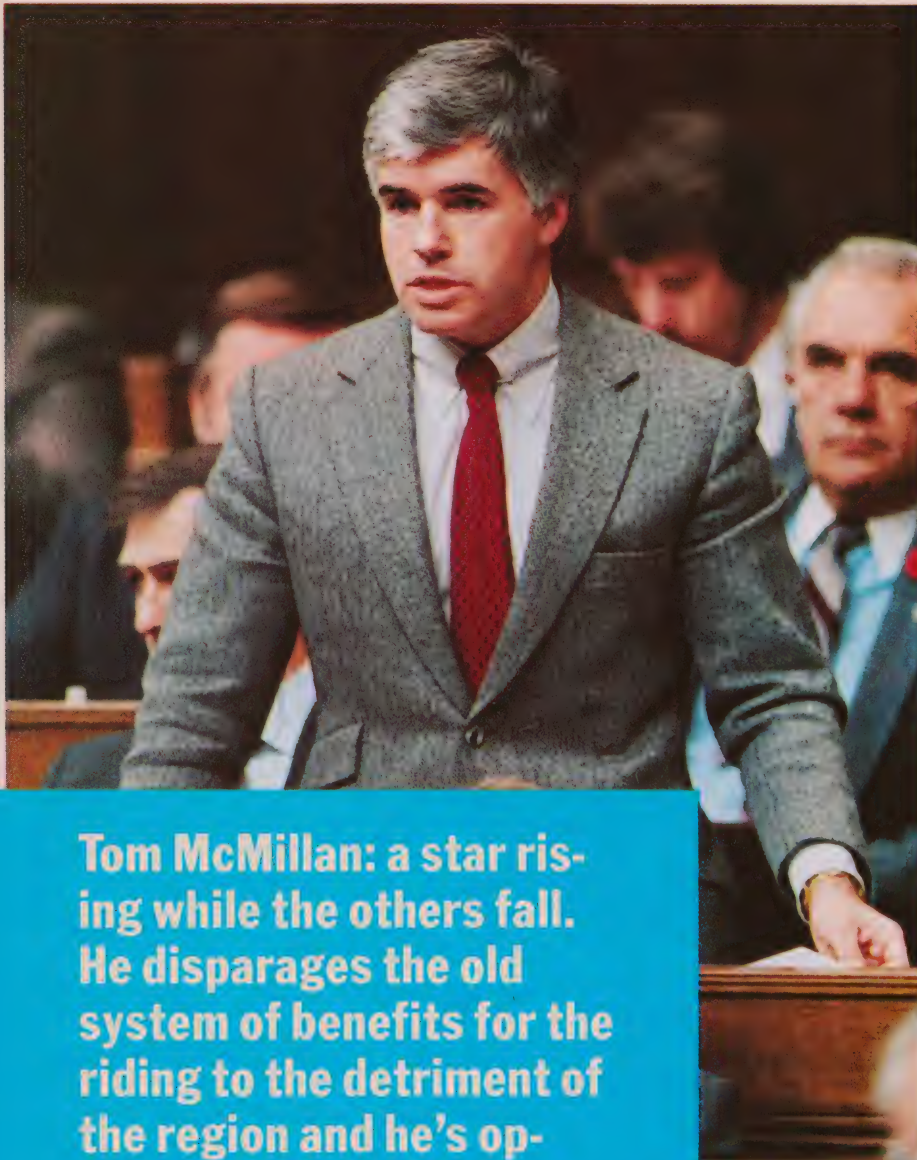
The new Nova Scotia minister is an equally right wing, tough-talking Tory. "We must change the dependence of Atlantic Canada on government," says McInnes. "There must be a reduction in the civil service and the deficit so the private sector can start spending." McInnes agrees the government is following national policies aimed at making Canada strong, and he's not concerned that the benefits have not yet been felt in Atlantic Canada. "With a little bit of short-term pain, our policies will take hold here as well. The quick fix ad hoc policies are over, the past approach simply didn't work."

McInnes, in charge of a portfolio with a near \$8 billion budget, is responsible for government purchasing of everything

from paper clips to frigates. He's hoping to use his influence to spend at least \$50 million more in Atlantic Canada. But in what's considered a junior portfolio, he's thought to have a limited scope to influence purchasing in any one region.

McInnes is known as the resident jock in cabinet who still takes long jogs at noon, and he admits exercise is his catharsis. "Being a minister is not all peaches and cream. I need a sense of balance in my life and work. I try to get back to Halifax every weekend. I get off the plane and my gills start working." That kind of attitude makes others wonder whether he could ever develop into a heavyweight in cabinet. "Stu is just not a serious guy," says Dave Dingwall. "He likes to play squash too much. I just don't see him developing into the Romeo LeBlanc type."





**Tom McMillan: a star rising while the others fall. He disparages the old system of benefits for the riding to the detriment of the region and he's optimistic about a fixed crossing from the Island**

Nova Scotia's other representative, Elmer MacKay, earned his cabinet post when he gave up his Central Nova seat in 1983 so Brian Mulroney could get into the Commons. Now, even though MacKay replaced Coates as the Maritime representative on the planning and priorities committee of the inner cabinet, he's deemed to be on the outs. Not only was there the controversial meeting with Hatfield but he had given an unsolicited defence of Bob Coates during the investigation into sexual harassment, insisting Coates was innocent, another gaffe for a solicitor-general. Now in the revenue ministry, MacKay seems world-weary, as if the rural lad from Pictou County might be happier back in the family lumber business. He's uncomfortable talking about his demotion or any question of lost face.

“I’m the wrong person to ask. I’m just a free spirit and I’m trying to be the kind of minister I demanded in opposition.” Cabinet colleague McInnes thinks MacKay’s forthright manner may be his downfall. “People are critical of him because he’s honest. If he’s criticized it’s because he’s too humane.”

MacKay concedes the government is now in a dilemma with little freedom to manoeuvre as it tries to cut the deficit. “There’s no doubt poorer regions suffer most when you try to cut back. The level of apprehension is high. When they hear about transfer payments cuts they know they are the most vulnerable.” MacKay also confirms the demise of strong regional bosses in cabinet. “Our philosophy is not to discriminate. Look at the largesse of Allan MacEachen. He was for Cape Breton only.” The Tories say of 29 federal grants to Nova Scotia in 1983-84, 23 went to MacEachen’s riding. “My role is not

a gatekeeper,” continues MacKay. “It’s never been my philosophy.”

MacKay had held the important regional economic expansion (DREE) ministry in the Clark government, a job that now belongs to Torontonians Sinclair Stevens. After the closing of the heavy water plants, Stevens adopted Cape Breton as a model to see if his government policies will work in encouraging the private sector. In a departure from the government commitment to a market economy, it has handed out unprecedented industrial incentives, including a virtual ten-year tax hiatus. Stevens says it has made “Cape Breton the most desirable place in Canada for investment.”

The results have been marginal so far and even Prime Minister Mulroney was forced to admit in the Commons in December that “Cape Breton has been left out of the economic renewal in this country.”

But nothing daunts MacEachen’s successor, Conservative Lawrence O’Neil. At 31 years of age, he has a quiet cockiness and political shrewdness honed by working as an assistant to Nova Scotia Premier John Buchanan. “Allan MacEachen was just the master porkbarreller. Nothing happened in Nova Scotia without him. We don’t want a system with a dictator.” O’Neil is confident that he’s as appreciated in his riding as MacEachen ever was. “My constituents know I’m working hard and they’re getting honest representation. By 1988 when I go to the electorate, I’ll have a list of accomplishments that will exceed that of my predecessor.”

There had been hopes that the absence of strong regional ministers would be made up by the “Maritime Mafia” in the prime minister’s office: Fred Doucet, the senior adviser, Pat MacAdam, the caucus liaison, both of whom were together with Mulroney at Saint Francis Xavier University in Antigonish, and Charles McMillan from P.E.I., his senior policy adviser.

While Liberals insist there is no evidence of any clout from these Atlantic Canadians in positions of power, Tom McMillan, the minister of environment from Prince Edward Island strongly disagrees, especially when talking about his brother Charles. “We in Atlantic Canada need every break we can get. If Maritimers are pulling the levers, it helps to sensitize the decision makers. It may not be the key to the treasury but it sure is helpful.”

At 40, McMillan has a preppy look, a penchant for loafers and a shock of thick grey hair that belies his youthful appearance. Among all the Atlantic ministers, McMillan is the big surprise. Using a refreshingly open approach with none of the chippiness of many of his cabinet colleagues, he has won plaudits from all quarters for making his mark first in tourism and now in the environment portfolio. “McMillan is a comer who could develop great power,” says Michael Kirby.



## COVER STORY

"Give him three years," McMillan says he's heartened by the review. "It's better than I expected."

He discounts accusations that his environment portfolio is not the kind of economic ministry that can reap benefits for his province. "The good old days were the bad old days," according to McMillan. "Regional ministers looked after their own ridings to the detriment of the rest of the region. Allan J. MacEachen husbanded everything to himself to the detriment of the national interest. There's more to life and politics than the ego massaging of the old regional baron system."

He feels the federal Conservatives are sensitive to Atlantic Canada, mentioning the recent \$50 million pact to help P.E.I. power rates. And he's optimistic about his pet project — a fixed crossing from Prince Edward Island, a cause that has been mocked in the national media as "causeway capers." "I bet my life the crossing will be built in my lifetime," he insists. "It's just a matter of sooner or later."

While McMillan is touted as a future star, the New Brunswick representative in the cabinet, Gerald Merrithew, 54, the minister of state for forestry, suffers from a profile that one reporter says approaches the invisible. Though forestry is the largest industry in Canada, his ministry still comes under the department of agriculture and as a minister of state, Merrithew has little in the way of staff, budget or power. His sole responsibility is over the work of the 1,300 people who work for the Canadian Forestry Service.

"I make every bit as much money as a full minister," Merrithew says in defending his position. "When I came here I didn't expect to be minister of finance." Critics say his problem as a junior minister is having nothing to trade at the cabinet table to gain favors for his province, unlike the power once held by Romeo LeBlanc. LeBlanc, now a senator, admits that in his day "I was closely involved with what happened in DREE and transport and other issues as they affected New Brunswick."

Merrithew thinks he can deliver despite his junior portfolio, noting a forestry complex that will be built in Fredericton, and a forestry and industrial agreement that has been signed with New Brunswick. He gets full marks from Bob Howie, the Conservative MP from Fredericton: "Sure LeBlanc was conscientious and hardworking for New Brunswick but so is Merrithew."

Being the sole cabinet representative in a province can be a burden. John Crosbie complains that "if someone gets a pimple on their arse in Joe Batts Arm, they're after you to fix it." Crosbie has had more than his fair share of problems since in power. His "short-term pain" budget while finance minister in 1979 brought down the Clark government. This time there's the trouble with his sons, a widely-publicized comment made on a

St. John's hotline show considered to be critical of the prime minister's office and the calling of Liberal Sheila Copps "titmouse" and "baby" while the minister in charge of equal rights. But Crosbie discounts any claim he now wants out. "That's ludicrous. If I wanted to go bugger off I would go and do it."

The troubles with Crosbie have put more attention on another veteran Atlantic Tory who is on the outs with the Mulroney administration, Jim McGrath, 54, now in his 23rd year as an MP. There's a bronze plaque on the wall behind his office desk, a reminder of when he was

minister of fisheries under the Clark administration, back when Newfoundland had two men in the cabinet. "Of course I'm personally disappointed not to be in cabinet. When fisheries was open there was a moment when I thought I might be offered the portfolio and it caused me to shiver right to the toes. There are so many difficult decisions to be made in fisheries right now."

Part of McGrath's problem is the well-known antagonism between himself and Crosbie, a relationship that others describe as "nasty" and "venomous." McGrath discards the issue: "We are strong com-



# Player's





petitors but we have a civilized relationship. He's not one of my friends but he's certainly a colleague." He concedes that it reached its height during the Conservative leadership convention when McGrath, a Clark supporter, was the only Newfoundland Tory not to support Crosbie. "I didn't think I should support someone just because he was from my province. I had other loyalties and priorities."

Publicly, McGrath says the Mulroney government is doing a good job but he does have misgivings over the transportation deregulation now underway. It was a Newfoundland minister who first set up the

transportation regulatory system now being dismantled under the Conservatives. Jack Pickersgill was parachuted from Manitoba into the Bonavista-Twillingate riding in 1953 to become the first strong regional minister for Newfoundland. He set up the Transportation Act 20 years ago, and the Canadian Transport Commission to look after regional interests. Now McGrath wonders if his province will be turning back to the era of the bushplane: "under deregulation who will carry the passengers from Deer Lake? Who will look after the hinterland?"

Don Jamieson, who held several ec-

onomic portfolios, continued the tradition of strong ministers in Newfoundland but Crosbie is not put in that category. "Crosbie was never in the inner circle like Coates, a Mulroney loyalist," says Liberal Senator Al Graham. "Crosbie hasn't been given the mandate to be a strong voice in Atlantic Canada." Crosbie simply says that after being in power for so short a time they haven't developed regional czars like MacEachen. "Maybe we'll develop that system ten years from now."

But Crosbie is adamant that his province is doing well under the Conservatives. "Let's take the quack out of that canard," he says. He points to the Atlantic Energy Accord and says the Tories will spend twice as much next year in Newfoundland as the Liberals did in their last full year of power.

Meanwhile the Liberal opposition from the region is trying to turn the dearth of Tory influence in the region to advantage. This group has only seven members, but is feisty — notably George Baker (Gander-Twillingate), Brian Tobin (Humber-Port-au-Port-St. Barbe) and David Dingwall (Cape Breton-East Richmond). Baker is shrewd, street smart and always entertaining, Tobin was a member of the "rat pack" — the group of four young Liberal MPs who made headlines last year with their constant aggressive assaults on the government — and Dingwall, more low key and straightforward, is always on his feet grilling the government on search and rescue, shipbuilding and other regional issues.

In December Dingwall was also responsible for an all-day debate on the problems of Atlantic Canada. "This is our chance as a party to come up with new ideas," he says. "We need to focus on substantive issues, be it a new approach to unemployment or setting up a trading corporation." He's also trying to get all provincial and federal Liberals from the region together for a policy conference this year.

While Dingwall is working to produce a strong united Atlantic caucus for Liberals, some of the Tory MPs are hoping they can also get their act together. "How I wish there was a co-ordinated approach to fight our regional issues," says Nowlan. "Look we have only 32 seats, about the same as Metro Toronto."

The message from MPs of all parties that the region has so far been left out of the economic renewal may be getting through to the government. Behind the scenes it's working on a special initiative for Atlantic Canada to pull it out of the doldrums. But critics aren't convinced it will be anything but a stopgap measure to shore up support in the polls. "Look, right now the government seems content with the syndrome of the '40s and '50s," says George Henderson. "Once again it's telling young Atlantic Canadians to just pick up their roots and get a job elsewhere in Ontario or the West."



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**LOOK AHEAD TO SPRING**  
Atlantic Insight's Fashion Supplement



# SPRING FASHION

## Light and Lively

# S

helley said it first, "If Winter comes, can Spring be far behind?" Although Nova Scotia winters can make spring seem very far away, about now there are those odd, sunny days that have the smell of spring about them, and one begins to think of shedding winter's heavy woolen layers and mentally looking through your spring wardrobe.

If what you find there dismays you, be assured that Maritime designers have been thinking spring for months and are ready to boost winter-weary spirits with dresses, suits, sweaters, leisure wear and lingerie in creamy colors and soft, silky fabrics that will banish blah browns and sensible suits from your vocabulary.

The designers may be local but there's nothing provincial about their clothing. "We have better designs than almost anywhere else," says Halifax weaver-designer Carole Carey-Campbell. "There is nothing of this standard in Ontario or Quebec. The clothes are beautifully handmade, the weaving is incredibly fine."

Many designers sell to stores across the country, some names are easily recognizable, others are new, but all have fresh and flattering ideas to help liven up your spring wardrobe — and your spirits. Whether male or female, whatever your fashion tastes — traditional, exotic, sophisticated or sporty — like the weather, the best is yet to come.

*by Ann Tempelman-Kluit*









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**P**atti Palmer is quite definite about what people will be wearing this spring. "I think people will be wearing lots of shorts and shirts," she says with a grin, while cheerfully admitting that her fashion forecast isn't exactly unbiased. Palmer celebrated her 21st birthday with style in 1985 — she decided to start her own clothing business. Armed with a degree in apparel management from the Ryerson Institute of Technology in Toronto, Palmer applied for, and got, a \$2,000 student venture grant and **PalmerBeach Beachwear** was born. Those loose and comfortable shirts and shorts in 100 per cent cotton mix-and-match solids and contemporary prints come in 15 styles each for men and women, some of which are unisex.

"There are a lot of shirts and shorts on the market," Palmer, who designed the outfits, comments, "I am trying to make mine a little bit different. I use really flamboyant, primary colors, reds and greens and purples and pinks. On the

beach, I don't think anybody minds being colorful."

After experimenting with various selling techniques last summer Palmer decided she wanted to wholesale her leisure wear. She set up a small factory in Charlottetown, P.E.I. and has five people working for her.

"My designs are all quite simple. Anyone can wear them," Palmer explains. The mens' shorts could double for swim suits but she emphasizes that she's designing beachwear not swimwear.

She finds the wholesale market challenging and "fun." "I quite liked doing special orders but it wasn't as much fun as wholesaling. I like to see several people wearing my outfits, not just one."

PalmerBeach Beachwear is sold in stores throughout the Maritimes and Palmer is eyeing the eastern Canadian market. "This year I'm going all out," the energetic P.E.I. native declares. "It's quite amazing, I had no idea there would be such an interest in beachwear locally."

*PalmerBeach Beachwear shirts and shorts cost from \$30 to \$38 each.*

**M**any women fortunate enough to own one of **Phillip Drake's** designs would rather be seen going than coming. Says Drake, "I like to make evening clothes a little daring, I love open backs. Backs are very sexy."

Drake enjoys designing evening wear — his evening dresses launched his career three years ago, but now he makes everything from winter coats, suits and dresses to sportswear. He also finds his designs are much in demand from women with "fuller figures."

"I design clothes for a friend who is size 22," explains Drake. "Now I have many clients who have mature figures. They like to look feminine too. Soft, flowing interesting fabrics are best for them. But I design for anyone from size 4 to 20," he adds.

Drake, who represented the Atlantic region in the 1985 Clairol awards in Toronto, has also been accepted by several Ontario stores to design a line of evening clothes, but right now, he says, he's too busy with other things.

Drake is working on a collection of clothing that will soon be available in Nova Scotia stores in Halifax, his native Truro and the Valley area. "It's a very limited line and each store will have different things," explains Drake.



PHOTOS BY GOLDWELL PHOTOGRAPHY

Skilful designs can make even the less-than-perfect shape look good, says Drake. "If someone is short you can cut things to give them more height," he explains. "Full hips can be balanced with shoulder emphasis. Color makes a lot of difference. I agree with this color idea to a degree but some people go overboard and will only wear their "colors" and nothing else."

Speaking of colors, says Drake, "bright orange is big this spring." It's a color he won't be using, though. "I'm using black and white and soft, aqua-green. Bright white and bright floral prints are important, so is lace and printed denim."



"The great thing about fashion today is that people can wear whatever they feel comfortable in. You don't have to wear a mini-skirt, or something down to your ankles. Some trends are only really aimed at certain age groups or body types. People are more conscious about what they're wearing. They want to look good."

*Drake designs from his Truro studio. His dresses start at \$285.*

**B**abies and small children have never looked so good. An unprecedented spending spree on designer garments for tiny tykes has pushed the estimated cost

of raising a child to age 18 from \$104,000 to \$300,000, which is good news for Halifax designer **Jayne Gillis**.

"There is a ready market for my things. There's a new baby boom and the kind of people who are having babies are well established and want better things for their children," explains Gillis. Under the label **Elizabeth Jayne**, Gillis designs and makes, on a knitting machine, cotton knit garments for babies and toddlers.

"With garments in my price range I don't expect people to buy a closet full, or stuff their dresser drawers but if they want something for dress-up, something special, then my clothes fit into that category," says Gillis.

She became involved in children's designs almost by accident, after making an outfit for a nephew two years ago and finding that she "enjoyed designing for little ones — and people started to ask me to make things."

Gillis' hand washable knits are unfussy dresses, jumpers, tops, bloomer suits, and hats. She uses a bunny, sailboat or unusual tartan designs on yokes, around hems or sleeve edges. More sporty looks include "French sailor" sweaters and bloomers in navy and red or navy and cream stripes.

For spring, Gillis' new line includes a coat with a matching lightweight dress in pastel shades of peach, primrose yellow, pink, aqua or pale blue, as well as the ever popular navy and white. She is also planning a jacket with a sailor collar suitable for boys or girls.



As well, Gillis is expanding her baby line, which includes blankets, thinking about a "very special" christening robe. She has an ulterior motive, she adds, she is expecting a baby in May. "Now at last I'll be able to use my clothes," she says happily.

*Elizabeth Jayne designs are available from her Halifax studio.*

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**S**tyle has come out of the closet," declares **Sharon Oakley**. "Now knitwear isn't something you pull on to keep warm, it presents its own image."

And Oakley's elegant, high fashion **Harmony Classic** knitwear is in no small part responsible for that new sophisticated image. Working in fibers as fine as cobweb, or in sensuous silks and soft, supple ribbons Oakley's spring sweaters are gossamer light, lacey and lovely.

Oakley's designs for this spring fre-





quently feature the comfortable batwing or dolman sleeve in short and elbow length. Yarns — silk, cotton and linen — are textured, and pastels dominate, along with the perennial favorite, white. "Designs are really romantic. I like soft, fluffy, feminine fashions," muses Oakley.

"I keep up with what's going on in the fashion world in Europe and the United States, but I tend to go with my own fashion choices. Colors just come to me. I guess it's instinct. I can feel fibres,

I just know when what I'm doing is right," explains Oakley, a native Nova Scotian who designs Harmony's sweaters "on the needle" in her Armdale studio. In Halifax, 45 knitters transform these designs into wearable reality.

Oakley imports only natural fibers from France, Spain, Italy, Germany and Great Britain. As soon as she sees the yarn, she says with a smile, "my fingers itch to get at it."

Despite their fragile appearance — some weigh less than a handkerchief —

Oakley's sweaters, with proper care, will last a lifetime. For the past two years Oakley has designed only for women, now she is bowing to pressure and working on children's sweaters and a spring line of mens' sweaters in textured tweed silks, linens and cottons.

*Harmony Classics are sold across the country in numerous stores. In the Halifax area they are available at Candlerigg's and Beale's Bailiwick.*

**E**ven those who hibernate all winter begin to feel the tentative urge to get out and get some exercise in spring. One Halifax store is anxious to make you look as good as, or better than, you feel while embarking on your chosen activity.

"Our designs keep our Maritime climate in mind," explains **Aerobics First** partner **Margaret Armour**. "It's often cold and damp and rainy even in the summer; we just couldn't find anything on the market that was efficient."

So Armour, with partner David Fraser and the entire staff of the store, all energetic individuals, pooled their ideas and began work on a design for jackets and pants that look good, feel good, are versatile and adapt to almost any activity and weather.

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and pants in waterproof coated nylon that has the look and feel of cotton. The jackets are lined with the "miracle" fibre, polypropylene, which takes moisture away from the skin but still retains warmth. The jackets have a front zipper and two zippered pockets. Pants are unlined, fairly high waisted and the slim cut legs have zippered bottoms so that extra fabric doesn't flap around the legs for running and cycling. The pants also have two deep pockets. Unlined jackets are also available.

"These designs are for people to be active in," explains Armour. "They don't look like a track suit, they are not 'jock' looking, you can wear them all day whatever you're doing and look good,

and be comfortable."

Although shorts will not be included in the line, lycra and polypropylene tights are on the drawing board. These tights have gained amazing popularity over the last year or two for runners, skiers and cyclists as well as for aerobic wear.

The outfits, manufactured in a small factory above the store, come in five sizes, extra-small through extra-large, and in addition to the always popular core colors of red, navy and royal blue, come in bold bright spring shades like sunburst yellow, teal and fuchsia. Two-color combinations include red and yellow or navy and white. Armour expects three-color combinations will be ready soon.



Available at Aerobics First. Lined jackets are \$90. Unlined pants \$30. Unlined wind suits \$90.

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**C**olor is going to be the big thing coming up in jewelry," says **Peter Lawrence**, a partner in Halifax's **Atelier Designs**. "Precious metals and stones are nice but there's a movement away from them, in Europe anyway," he adds. Color, he explains, will be achieved through the use of thread, bamboo, paint and plastic. Lawrence is experimenting with color by using painted steel rods for his simple pins, one of his favorite designs. "I like making pins," he says. "There's only so much you can do with a ring. Pins leave so much more room for creativity."

Lawrence, a graduate from the Nova Scotia College of Art and Design, likes minimalism in jewelry. His pins are straight rods, often with a small geometric shape at one end, highlighted with brief accents of gold. His earrings and bracelets are also sleek shapes embellished with tiny twists or bands of gold.

Lawrence's partner, **Beth Biggs**, another NSCAD graduate has a mission in life, she says smilingly. "I'd like to reintroduce marquesite to the world." Marquesites, "the poor man's diamond," are small silvery-black faceted stones related to the Alaskan black diamond. Biggs has been using them in her geometric earrings, rings and pins.

"They were used a lot at the turn of the century, and through the 1920s and 30s but then they went out of fashion. Now everyone who sees them really likes them," she comments.

Biggs is interested in the Art Deco revival and feels her modern, geometric jewelry reflects this. "My work is becoming very formal," she explains.

For spring, she says, earrings are the "fashion trend." "I think women enjoy wearing something different from the neat little studs. Earrings are a real



fashion accessory.’

Jewelry, comments Lawrence, makes as much of a statement about its wearer as clothes do. “There’s always something to be said in what you wear. Jewelry is also a form of artistic expression.”

*Lawrence and Biggs sell some jewelry at Gallery1667. They take custom orders at their Halifax studio, Atelier Design.*

**T**he name **Suttles and Seawinds** has been synonymous with Nova Scotia fashions for 13 years and despite recent difficulties, it will continue. Suttles famous romantic floral designs featuring flounces, padding and patchwork have an international following but for spring there’s a slightly different look. **Vicki Lynn Bardon**, the company’s founder and designer, who believes that women “like to look pretty,” has introduced uncluttered, sophisticated one and two-piece dresses. Suttles pieced look is still evident, however, with lavish lace insets and overlays which enhance the soft, fine cotton or linen in white or delicate pastel shades of soft blue, butter yellow, and icing sugar pink.



“I think that women like to look feminine and that’s the sort of clothes that I like to design. Pretty clothes make people feel happy,” says Bardon. “There will be lots of eyelet, lace and florals for spring, and lots of pastels.”

Suttles spring collection includes the Peggy’s Cove line which Bardon describes as “an architectural theme” — young, lively skirts, vests and jackets edged with stylized patchwork cottages. Other Bardon designs feature dresses in bright blue cotton sprinkled with huge ruffled pink cabbage roses.

One of the season’s most striking dresses is in the Rose Trellis collection

— a simple oyster white dress strewn with pink rosebuds and pieced with black detailing on the skirt and sleeves. “It took real engineering to make that dress,” recalls Bardon with a smile.

Many of Suttles fabrics are created for them in Japan, and others are Liberty’s of London beautiful prints. “I get inspired by the fabrics,” says Bardon, adding that she has no problem coming up with new designs.

“Every time I finish a line I swear I’ll never do another,” says Bardon. “But then ideas start coming again.”

*Suttles and Seawinds fashions are sold at stores across Canada.*

**I**n the unlikely event that people get tired of wearing **Sheena Dickinson’s** clothes, they can always hang them on the wall.

“I wanted to make painted clothing,” explains Dickinson, “and I wanted it to be fun — something for men as well as women.”

With this aim in view Dickinson, a fine arts graduate from the Nova Scotia College of Art and Design combined her interest in art, fabric and fashion and designed a loose fitting, versatile cotton shirt as her canvas. She decided to paint “something indigenous to this area,” and

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created her first seafood series. Magenta and pink shrimp, giant purple and blue mussels, pastel scallops and scarlet or blue-green lobsters or crabs slither down shirt fronts, cluster across shoulders or crawl across backs.

Flowers, fish, leaves, birds, shells and insects grace Dickinson's shirts, but special orders have ranged from architectural blueprints to cupids. Dickinson uses a batik technique, working with watercolor-like fabric dyes. The soft crinkle cotton is non-iron and can be tossed into the washing machine and dryer.

The versatile shirt comes in six variations — long or short sleeves, with or without a collar and in two lengths. The longer length has its own tie which can be worn as a head wrap or around the hips or waist.



Recently Dickinson added luxurious calf-length silk kimonos, painted with fragile, trailing feathers, to her line. "I like cotton, it gets softer and softer as you wear it, but most people seem to prefer silk."

Sheena's shirts have gone to Europe and southern California and Dickinson's seafood line is still the most requested. "Of all my seafood, lobsters seem to travel best," Dickinson comments with a smile.

*Sheena designs are available from Dickinson's Halifax studio. Shirts cost from \$125 to \$175. Kimonos are \$400.*

**F**or a woman, few things in life can provoke such pleasure as the sensuous luxury of fine lingerie and beautiful nightwear. The connection between such frankly feminine apparel and historical military costumes may not be immediately obvious but **Lori Ashton** says her background in period clothing influences her designs.

Ashton, who attended Dalhousie University's costume studies course and designed the "historically accurate" military uniforms for Ross Farm, Lunenburg Co., specializes in full, flowing nightgowns and robes as well as blouses and elegant lingerie. "I use a lot of tucking which is usually associated with the Victorian era," she explains. "But



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perhaps what makes our nightwear seem historical is the amount of fabric we use. Sometimes there are five or six yards of fabric in each garment."

The fabric is always fine cotton batiste or silk, usually white, although Ashton is using some pastel batiste for her spring designs. Necklines and cuffs of nightdresses and robes are lavishly embellished with fine lace or embroidery. Many feature important details like deep buttoned cuffs. One of Ashton's first, and still most successful designs, is a nightgown with a hand crocheted yoke. "They look homey. Not as if they were mass produced," Ashton says of her garments.



Cami knickers and camisoles have been added to Ashton's spring line, and her elegant blouses, most of which go to her flourishing American markets, echo her nightwear's Victorian theme with their high, lace-trimmed necks.

About one-fifth of Ashton's business is designing wedding gowns and veils. At the moment each is custom designed but she is considering producing a limited line.

*Serendipity designs are available in stores across the country.*

**S**usan Rainsford's designs are irrefutable proof that weaving and fashion can dwell comfortably together. Rainsford's supple, sensuous clothing is very different from the heavy, bulky outfits that used to be the accepted thing from handspun fabric.

"I like to weave in rayon. It drapes and flows so beautifully and it has the sheen of silk but it wears better. And rayon comes in gorgeous colors," explains Rainsford, who buys her yarn from the United States. She weaves in rayon bouclé mixed with silk and cotton yarn for texture, sometimes adding more exotic yarn, such as chenille, for added interest.

Rainsford mostly designs clothes she likes herself. "I enjoy making things I'd



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like to wear and be comfortable in. Sophisticated things. I like the loose fitting, big padded shoulders look."

Rainsford came to Nova Scotia two years ago from her native British Columbia to attend the Nova Scotia College of Art and Design. "It's the only art school that offers a degree in textiles," she explains. "After school I stayed for a few months and I loved it and somehow I'm still here."

Fashion is so versatile now that nobody need wear something that doesn't suit them or isn't comfortable, Rainsford comments. "Follow your own inclination. There is such a range of things to pick and choose from. I like classics that will be around for a long, long time. Change their look with accessories."

Accessories is a new line for Rainsford. Experimenting recently with yarn left from her loom, she created soft, ropey necklaces, mixing yarn to match or contrast with her outfits. "I can't keep up with the demand for necklaces, everyone wants one to match something," she says with delight. "Now people keep asking me to make earrings."

"I like the challenge of creating high fashion designs from handwoven fabric," Rainsford says.

*Rainsford takes orders in her Hubbards Studio. Jackets cost from \$250 to \$280. Skirts are \$150, dresses \$230 to \$250 and tops \$175.*

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# New Brunswick fashion arrives

by Gwen Martin

Monsieur Bernard Malandain, French consul for the Atlantic Provinces, enters Fredericton's National Exhibition Centre. It's January 12, 1986 and he is about to open two new shows: *Design Drawings* by Inge Eppert of Fredericton, and *The History of Fashion: Photographs of Parisian Haute Couture*, on tour from

France. Malandain's hair is tousled, his trouser cuffs rumpled by overboots, and thanks to icy roads in Moncton, he's an hour late.

Without knowing it, M. Malandain is the perfect host for New Brunswick's first exhibition of fashion drawings and photographs. Like the consul, the N.B. fashion scene has travelled far, but has

finally arrived. No longer is it just an extension of crafts (though beautifully quilted vests, woven shirts and batik silk dresses abound at every provincial craft fair). Bona fide fashion designers are alive and well across New Brunswick, thank you. What's more, some are so good that their creations sell throughout North America.

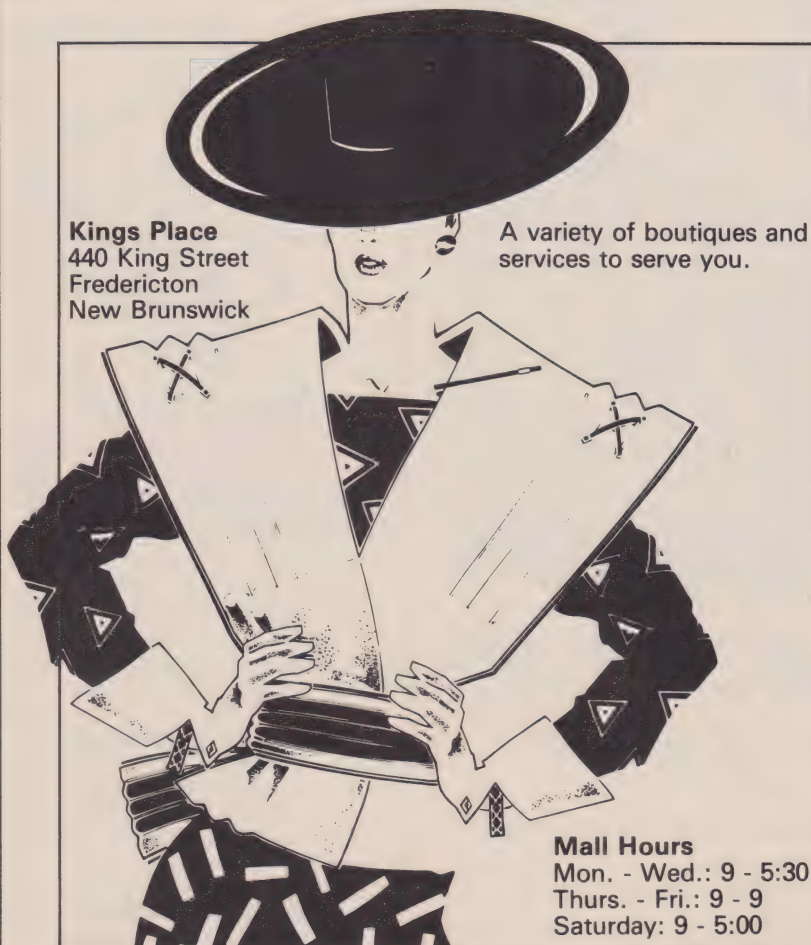
"One of my favorite pieces is this dress made of 63 garbage bags: 60 for the skirt, two for the sleeves, one for the top," says Grade 12 student George Clark of Nelson Miramichi, who at 18, is the youngest and perhaps most experimental N.B. designer. He specializes in exotic evening wear — "I made another number out of Paris fashion newspapers. Of course, it was just meant for once down the runway!" He also will sew what he calls "the grey flannels."

Clark's clientele includes women from the Newcastle, Chatham, Boiestown and Fredericton areas, plus Newcastle's Fantastique Fashion Boutique and Chatham's Loggie House Players (a drama group). Next year, he'll enter Parsons School of Design in New York and eventually will apprentice with an established designer.

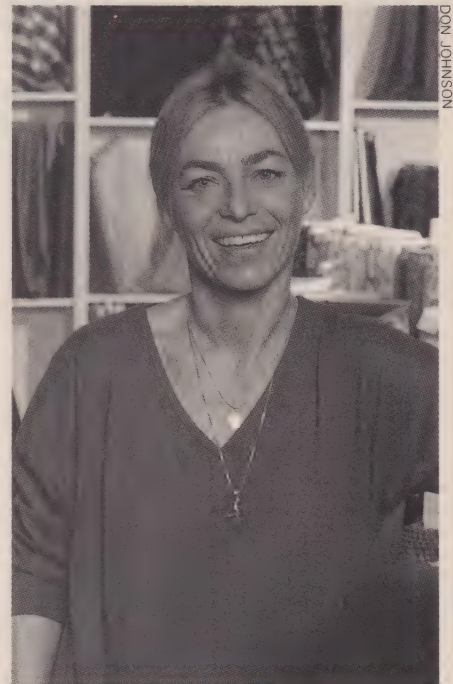
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Brown is inspired by fabric

Totally opposite to Clark in experience, form and approach is Imy Brown of Fredericton. Brown moved to New Brunswick from Germany in 1967 with three years under her belt as a professional fashion designer. Before long, she advertised her services in the newspaper, mentioning "cocktail dresses." Such was local sophistication that one man phoned, ordering a tray of 100 cocktails.

But Fredericton's fashion consciousness has changed, due largely to Imy herself. Today she runs the highly successful and unique (to New Brunswick) Imy's Fabric and Design Ltd. that



combines a first-class fabric shop featuring European silks, cottons and knits, with a design studio where Imy and her assistants create one-of-a-kind garments for clients from across Canada and in the United States.

"My main inspiration is from the fabric," says Brown. "Then I tune in to the client" — her hands sketch an imaginary figure in the air — "and visualize the person before me constantly as I work." As might be expected from a former Junior Olympic gymnast (a training accident ended that hope), Brown's designs are a dynamic blend of the artistic and practical. "The piece has to be functional as well as sharp-looking. There's no point in standing all evening in a gown that gapes to *here* if you sit down."

Shortly after Imy's arrival in New Brunswick, came another German fashion designer, Inge Eppert. Eppert spent a decade in Fredericton as a mother and artist before re-entering the fashion world, this time as a design instructor. She currently heads the Clothing Design and Construction Studio of the New Brunswick Craft School where an intensive three-year program prepares students to enter apprenticeships or begin their own business.

"I don't work much as a designer these days," says Eppert. "I'm too busy." She also is busy accepting invitations for such positions as master class instructor at P.E.I.'s Holland College of Applied Arts, and Atlantic region judge for the Clairol Fashion Awards.

Whereas both Brown and Eppert have made Fredericton their home, Moncton-born designer Cecil DeLong took the roundabout route back to New Brunswick. "I worked in men's clothing at age 13. Went to the States and jumped freight trains all over. Fought in Vietnam. Ran clothes stores in California and New York. Studied at the Parsons, Newbury and Brooks design schools. Began dispensing clothes in 1975." DeLong's speech is as abrupt as the changes in his life. "Then in 1978 my mother in Moncton had a heart attack. So I came home."

Once in Moncton, DeLong opened Cecil D's, a clothing store which carries some of the most prestigious names in fashion. It also carries Cecil's own line of men's wear, including a special fully-pleated, wide-thighed pant. (Three other shops sell DeLong designs: A Propos in California, and Exuma in New York and Massachusetts.)

Clark, Brown, Eppert and DeLong differ dramatically in their approach to fashion. Yet in the eclectic New Brunswick scene — elegant conservative to avant garde — each designer fills a vital niche. And each probably would agree with Cecil DeLong: "Clothing is attitude. People like to look good, sure. But if they actually *feel* good, it reflects their performance. That way, they'll come back for more." ●



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# Fredericton's Fashion design school

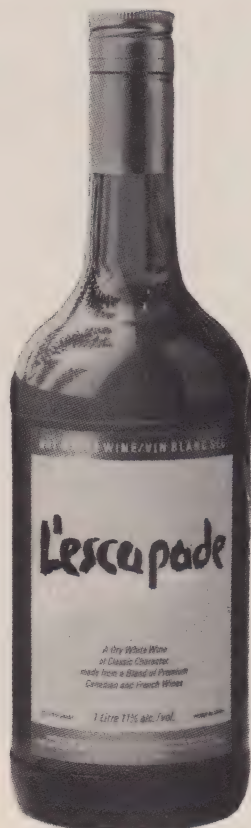
by Gwen Martin

Rob Holmes has come a long way since sewing a left sleeve into the neckhole of a shirt-in-progress. "It was pretty embarrassing," says Holmes in the fashion design studio of Fredericton's New Brunswick Craft School. "But then, when I began here, I couldn't even thread a sewing machine."

Rob is the only man among the 25 students enrolled in the craft school's clothing design and construction studio. Participants come from across the Maritimes — some straight out of high school and others with jobs or degrees behind them. Many, like Rob, arrived with little or no sewing experience and spent three years learning how to stitch, tailor, drape, draft patterns, design a fashion line and pursue markets. A few — quilter Laverne Deakin, for example — are established craftspersons seeking to update their product. "You have to adapt your craft to current styles and markets in order to sell," says Deakin. "What I like about the clothing studio is that it develops your ability as a designer and opens more profitable horizons."

Clothing design and construction is the newest of the craft school's seven studios, and exists largely because of two people: George Fry, director of crafts, and Inge Eppert, clothing studio head. "I was concerned that the fabric and weaving studios were making these miles of gorgeous fabric to no purpose," says Fry. "Eppert has an impressive background as a designer who trained and worked at fashion houses in Bonn and Cologne. She seemed the ideal person to help us. And so the course grew around her."

Over the past eight years — and between living in such exotic locales as Iran and Singapore — Eppert has transformed fashion design at the school from being a night class in 1977 to becoming a support studio in 1980 and finally, in 1984, a major studio in its own right.



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Today it employs a part-time instructor (Ellen Pach), and offers master classes by such designers as Marilyn Brooks and Liz Stein.

In her Fredericton living room, Inge Eppert places one silk trousered leg across the other. She lights another cigarette (students mention her intense energy and dedication) and explains her approach to fashion design. "I want the personality of each individual to reflect in her work. We make many sketches of an outfit, and then *boil* it until we have a well-proportioned piece that suits the person, inside and out." She hesitates, then continues. "What is interesting is how the students' cultural background tends to affect their style. The Acadians, for example, will use bright colors and traditional lines. And the English can be a bit conservative." A smile. "But over the course, they change."

This gradual switch in attitude from conservative to sophisticated, safe to experimental, seems a common phenomenon among Eppert students. Beth Alexander, who graduated from the clothing studio in May 1985, found the evolution particularly rewarding. Beth could barely sew in 1982. Three years later she had won two fashion awards. One was a contract to design host and hostess uniforms for the 1985 Canada Summer Games in Saint John. (The contract became quite a family affair. Eppert convinced Games officials to give the actual clothing production work to three of her second year



Eppert: cultural background affects style

students. And a weaving studio graduate, Roland Bellefleur, designed and wove the host/hostess accessories.)

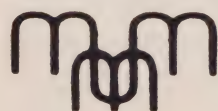
Another creation won Alexander the Student Design Award for "Celebration 200!" New Brunswick's Bicentennial Craft Exhibition. The piece is a dress made of silk pongee, and features collar and cuffs beautifully quilted with motifs of an eight-legged starfish (the Micmac mandella), maltese cross, fleur-de-lys, celtic cross and fiddlehead. Ned Bear from the craft school's woodworking studio designed the motifs. Grace Hasson, mother of another fashion design student, did the quilting.

For Anne Fox, the craft school's director of studies, Alexander's dress represents the ultimate goal of the clothing studio. It combines contemporary designs and quality fabric with traditional needlework skills. "Here in New Brunswick," she says, "we still have women capable of the finest tating, crocheting, quilting and so on. But many have little sense of design or color. I would love to see someone come out of the fashion studio with the knowledge and style to translate those traditional talents into Bloomingdale material. And to sell it."

Given the clothing studio's increasing popularity, the excellence of its teaching plus the craft school's new emphasis on marketing and business practices, it seems only a matter of time before Fox's wish becomes reality. ●

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## Potato roller coaster crashes

*The highs and lows can be extreme in the potato business. This year is one of the worst ever in P.E.I. Some farmers may not be around at planting time*

by Jim Cluett

**F**or years the potato industry in Prince Edward Island has lurched from giddy highs to near bankruptcy. It's a roller coaster ride controlled by international markets, and one that not everyone can endure. This year the industry is on one of its worst lows ever. Table potatoes which cost six cents a pound to produce have been down to two cents a pound. Island farmers owe an estimated \$70 million on last year's crop and many of them are not expected to survive.

Almost a third of the Island farmers who deal with the federal Farm Credit Corporation are in arrears on their payments. The regional manager for the agency in Moncton, John Van Abbema, says if it weren't for a federal moratorium on farm foreclosures, the corporation would have started action against 20 potato farmers through the winter. He predicts that quite a few farmers won't be around at planting time this spring in any case.

"There will be farms for sale," adds Wayne Diamond of Winsloe, chairman of the province's Potato Producers Association. "There will be machinery for sale — the potato industry is the engine for the whole economy here. If a third of the farms are wiped out, then the effects will be horrendous. Your car dealers will be affected, your tractor dealers, your clothing stores. . . I would hate to see what will happen if growers can't get back on their feet again."

J.P. Hendericken will be one of those affected. He's been farming in Pisquid for the last 25 years. This year he placed his crop in storage hoping against hope the price will somehow go up.

Hendericken borrowed \$80,000 to plant his 1985 crop and he hasn't paid much of it back yet. He doesn't think he'll go out of business, but he'll have to remortgage the farm to keep going. "I'm not making bank payments," he says. "It's as simple as that."

The director of marketing for the provincial department of agriculture, Dave Faulkner, says at least \$50 million is required to cover the shortfall in potato sales this year. Not all farmers are going to make it "no matter what we do," he says. "Our objective is to make sure that we at least save the industry."

In a desperate effort to do that provincial agriculture officials have implored federal politicians to invoke the Agricul-

tural Stabilization Act under which the federal minister of agriculture can assist farmers by making up the difference between this year's market price and the average price received over the last five years. It would cost Ottawa a whopping \$65 million to cover the entire amount.

But if Island farmers do receive federal assistance, they'll have another problem on their hands that could be as bad as the one they already have. For the last several years potato farmers in Maine

have called for countervailing duties on Canadian potatoes. The Maine growers charge that Canadians receive unfair government assistance. If federal stabilization payments are made, the American farmers will have the evidence they need to prove their allegations. Last year Island growers shipped nearly \$9 million worth of table potatoes to the U.S.

The president of P.E.I. Potato Marketing Board, Elmer MacDonald, knows the Maine threat is a real one. "What do I do?" he asks. "Do I let the industry go down the drain or take the risk? I don't have an alternative."

The problem was triggered by an acute over-supply of potatoes throughout North America. U.S. growers increased their potato harvest by 50 million hundredweight this year — that's the entire Canadian production.

To make matters worse for Island producers, Quebec farmers have been unloading their potatoes at dirt cheap prices. The Quebec government, with its own stabilization plan, has guaranteed nearly seven cents a pound to Quebec producers. That makes it all the more difficult for Island growers to sell their produce at a fair price.

Wayne Diamond calls the Quebec issue a major thorn in the side of Island growers, but admits being envious of the Quebec farmers. "It would be nice to be

a part of a plan like that," he concedes, "but our treasury on the Island could never even consider that."

Every day Diamond receives phone calls from growers wanting to know if any help is on the way. "I got a call from one friend who grows 800 acres and employs 30 people. His operating loan is perhaps \$350,000. You know it takes \$1,000 an acre to plant a crop, and most people have to borrow that. If they can only pay back \$50,000 this year, when they go to plant next year's crop the banker's going to say 'no.'"

As the current crisis deepens, farm groups meet to discuss solutions. The recently elected president of the Federation of Agriculture, Gerrit Visser, says his organization will move toward regulating the overabundant supply of potatoes in coming years. "It's impossible to keep going like this," he says. "The industry is just too uncertain."

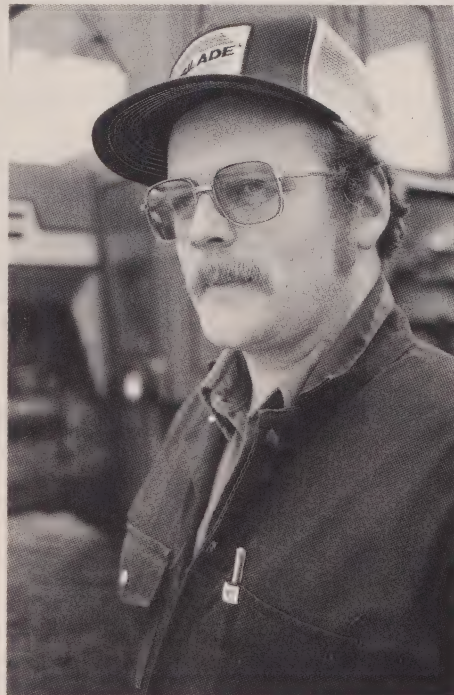
Visser favors putting a quota on the acreage individuals are allowed to plant.

Many farmers would now be willing to consider quotas, even though P.E.I. turned down an agency that would have regulated supply a few years ago. More popular however, is the notion of an insurance scheme, where growers and government would contribute jointly toward propping up the industry in weak years.

Potato farming is a gambler's game. Farmers plant in the spring hoping for one of the good years. . . a year that will bring a few hun-

dred dollars an acre more than it cost to plant. When they strike it rich, it's like a Las Vegas slot machine, pouring out the silver dollars. A farmer with only 200 acres can make \$40,000 in profit, if only he can sell his crop for \$1,200 an acre instead of the \$1,000 it cost. It's that gamble that keeps the industry forever at the whim of uncertainty. Many farmers wouldn't have it any other way.

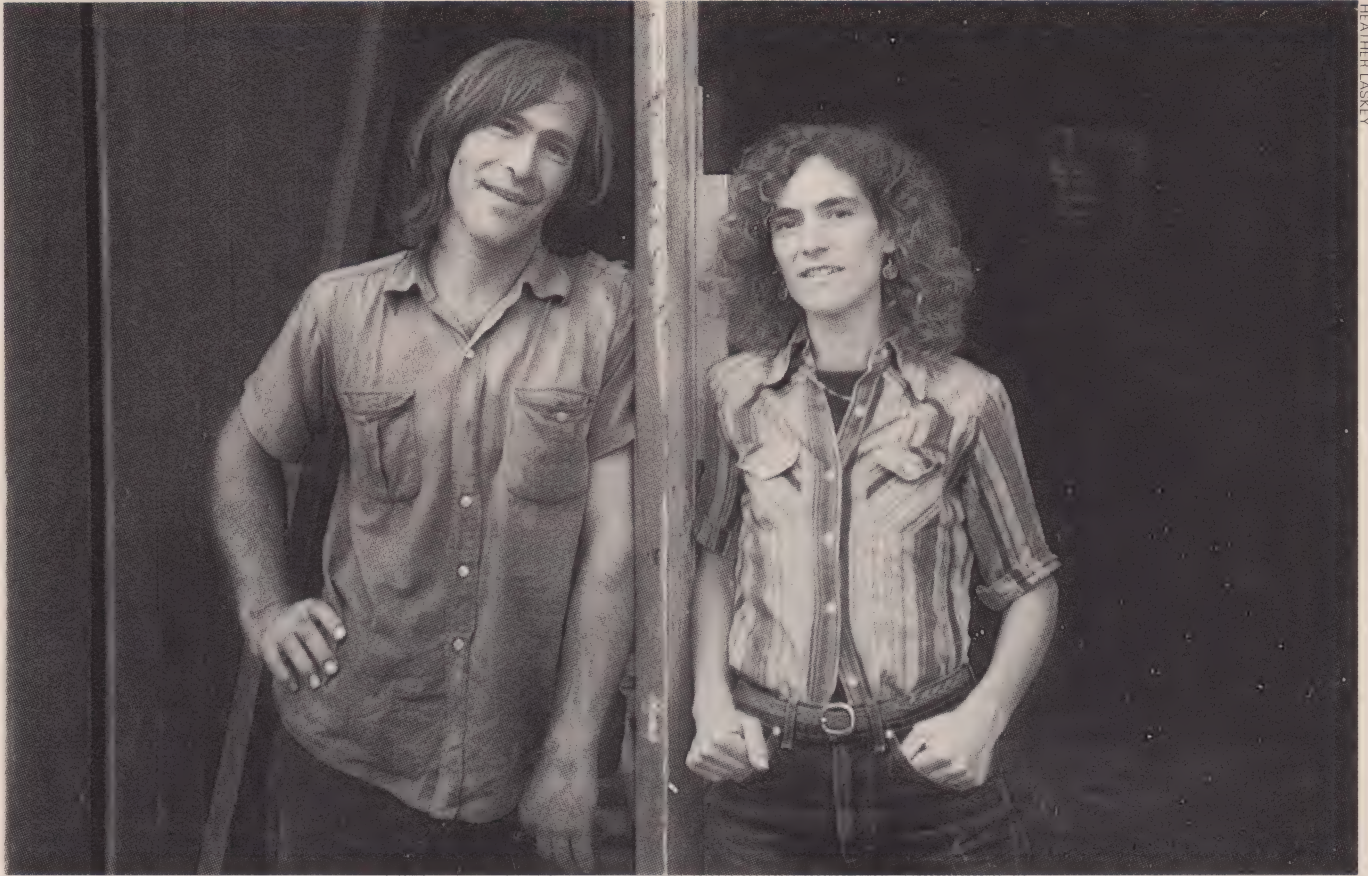
"Lots of growers will argue that the gambling way is still the way to go, even though they're hurting now," concludes Wayne Diamond. "They don't want to see the industry regulated. I'd like to think it could be that way too, but when you look at the hills and hollows in the past few years, then you realize that the hollows are getting just too deep." ❧



Diamond: "Growers don't want to see the industry regulated"



## MIGRATIONS



HEATHER LASKEY

Peter and Candy Christiano were attracted by the sense of community in traditional Cape Breton life

### The hippie settlers come of age

*Most went back home to the U.S. or Ontario after the novelty wore off. But among the back-to-the-landers who stayed, some are now movers and shakers in their communities.*

by Heather Laskey

**C**andy and Peter Christiano came to Canada in the early 1970s along with a wave of other young Americans seeking to get "back to the land." It was the hippy generation, in revolt against materialistic, technological society, and the war in Vietnam. They grew their hair long, and they were big on beads, beards, caftans, gurus, the peasant look, macramé, crunchy granola and communal life. They had heard of Thoreau, even if they had not read him. They wanted the simple life — food they had grown themselves, uncontaminated with chemicals, and homes free of the bonds of mortgage that they could build themselves.

The Christianos made their way from Connecticut up the coast looking for land. "I was burned out from the '60s," says Peter, "and I wanted to go back to the land, have my own piece of property, and I couldn't afford anything like this in the

States." Their search ended when they found an isolated abandoned farm in Middle River, Cape Breton.

Hundreds of other young Americans, as well as Canadians from urban Ontario, were also drawn to the Maritimes. They came to mainland Nova Scotia, places like North Mountain — the ridge between the Annapolis Valley and the Bay of Fundy, or to rural Cape Breton, drawn by its lovely tangle of sea, lakes and forested hills. Prince Edward Island was popular, and so were different parts of New Brunswick.

They moved into old farmhouses or built themselves cabins. Some lived in communes. They put in wood stoves, looms and hen houses, dug vegetable gardens, baked their own beans and whole-grain bread, and tried to emulate the self-sufficiency precepts of Thoreau's Walden Pond. Many had no running water, power or telephones.

And by the late '70s, most of them had gone, the women usually leading the way.

Yet many like the Christianos have hung in, though the inevitable compromises of life and family responsibility have dented their commitment to the simple life. They have, simply, grown older.

John Stevens came from Toronto and lives with his wife and children on the North Mountain, in Outram — where, he says, they are the last "interlopers" left. "When we first came in the early '70s, it was at its peak — there were a lot of back-to-the-landers around. Now about 80 per cent have gone — back to the United States, back to the city, to more regular means of employment. Part of it was because of having children. Income demands became more than hand-to-mouth. Others found the environment unstimulating once the novelty wore off."

And it was far from the affluent lifestyles most of them had left behind. Suzy and Charlie Restino, and Judy and Sam Brooks, all from the U.S., were among those who toughed it out. They live a mile from each other in the hills of Big Baddeck, Cape Breton, but with no other year-round neighbors for over two miles in either direction. The summer they moved in, says Judy, "We lived in a tent, then a room made in the old barn, then into a small house for the winter. We had an outhouse, no running water and kerosene lamps."

The Restinos first lived in a shack to which they then added other shacks. Suzy



tells how "people like us were doing our laundry and washing our children in a brook — I have a friend who carried water up a hill through two pregnancies and batches of diapers. And there were men cutting wood with buck saws."

Peter Gubbins and his wife Cindy had no vehicle during one of their first winters on North Mountain. "We only got off the Mountain about four times," says Peter. "We lived on the root cellar and on a bulk order we'd made in the fall."

It was, of course, a lifestyle with which many of the older people in these areas had been familiar in their youths, and from which they had turned with alacrity to the conveniences of modern life. Their reaction to the newcomers, as John Stevens recalls, was one of bemusement. "There was a mixed reaction to us. This is the place everyone leaves, not comes to. A lot were pleased to have young people around again but some were hostile — because of our buying up land and pushing up prices, wearing strange clothing... and rumors of people running around naked and stoned."

Their attempts to live off the land also created some entertainment — like the time a friend of Stevens went to a neighbor complaining he couldn't get any syrup from the maples — which, upon inspection, turned out to be oak. Sam Brooks says he was very conscious of trying to fit into his community "by attending functions and living more or less as they did and not appearing too foreign to them." "I guess we were oddities when we came," admits Peter Christiano, "but the people weren't closed to us."

The sense of community in traditional Cape Breton life was a factor which had attracted the Christianos to the area, and its value was strongly demonstrated to them when their house burned down during their first December there. They were taken in by neighbors and, on Christmas Day under the tinseled tree, they found \$3,000 collected for them locally to get them started again. The generosity helped determine their decision to stay.

After Peter had built their house and made the furniture, learning the craft of carpentry, they decided to start a business. "We'd got beyond food and shelter," says Candy "and it was time to move on to other things." Their business was financed by their families in the U.S. because local banks refused. It produces flooring from local hardwoods, a resource which Peter says was unexploited. They employ up to five people on a seasonal basis. Production and gross income has doubled every year since they started.

As John Stevens points out, those who remain are those who have adapted to or found a niche in the economy. He, for example, is now the manager of a community-based forest management company, North Mountain Woodland Ltd., an operation that he sees as "arising out of the values that brought people back to the land." Peter Gubbins, who also came to North Mountain from urban Ontario, began by trying to live off

odd jobs and subsistence farming — and found that it was indeed subsistence. "I can't imagine doing that now," he says. He also works for the company as a silviculture technician, using his two draft horses to haul lumber from the woods.

Charlie Restino cuts pulpwood for a living and does a lot of unpaid work as an environmental activist. Suzy is writing a cookbook to be published by Key Porter Books this fall. "I'll tell you things like how to make your own pizza from whole wheat flour, using vegetables from your own garden and how to make your own sausage, free of sodium nitrites... No, I've not made them myself, but I've done the research." She says there's no need for much income — "We don't have to put out for fuel: we use our own wood for heating, hot water and cooking... and we don't have to buy proteins or vegetables.

craftspeople among those who have stayed. About the only occupation you don't find them in is farming — subsistence or otherwise. Over a decade on from their arrival, most of the back-to-the-landers are less conspicuously different, both in lifestyle and appearance from the communities into which they have settled. And Walden Pond has retreated back into the mists. Slipping into middle age, they are less anxious to abstain from professional ambition and financial success, and to remain uncorrupted by TV, oil-fired central heating, telephones, food processors, and indoor plumbing.

But some remain purists, by principle or necessity. Though they now have telephones and running water, the Restinos and Brooks still have no electricity — they are too far from power lines.

## A decade after their arrival the American immigrants are less conspicuously different and less reclusive. Visions of Walden Pond have retreated.

She says that they and other back-to-the-landers they know are no longer willing to put up with the privations of their earlier years, and that moving from the shacks into a house has changed her and Charlie's lives. They have built their house from wood cut on their land, as have their neighbors, the Brooks — who live on what they describe as "modest inheritances." Judy weaves on her loom and also has a small yarn importation business. Sam is director of the Centre Bras d'Or, the Baddeck-based summer cultural festival, which got off to a great start last year and is expected to increase the area's tourist trade.

According to Candy Christiano, "A lot of businesses around Baddeck are now being shepherded by American immigrants. What some of us are doing is we're generating money, we employ people who are spending money and we're facilitating quite a new little local economy." She gives the example of Henry Fuller, a New Englander who bought and revitalized an old boatyard in Baddeck to cater to wealthy American yacht owners, and who is now the president of the village's board of trade — which he also re-activated. Another is Daniel Atkins, co-owner of Indian Bay Milling, a busy health food store, delicatessen and bakery on the Trans-Canada Highway outside Baddeck.

There are also teachers, publishers, writers, technologists and arts-and-

And while the Gubbins are putting up a wind generator, they continue to get water from a hand-pump in their yard. Peter Gubbins' friends describe him as a stalwart for the cause. He still has goats, geese and a dry root cellar, though he has two cars now. He says the local people "are still a bit suspicious — I look different — long hair and bushy beard and my cars are old. I enjoy my sanctuary and being away from noise and turmoil, but my lifestyle has changed. It's not reclusive — tonight I'm taking my wife out to a fancy restaurant and a movie in Wolfville. What is important to me is eating whole food and the promotion of a better environment for the world at large." And, like many of the others who thought they could educate their children better at home, he now sends his three children to public school — or, rather, the children demanded to go.

Those who have stayed seem, like the Christianos, to have reached an acceptable compromise between the ideals of their youth and middle-age mainstream. Probably only a subtle lifestyle questionnaire could identify their original commitment as back-to-the-landers. It would record affirmative answers to "Do you — Have a large organic garden? Eat tofu and tabouli? Eschew refined carbohydrates? Have some old Joan Baez records?" And, maybe "Do you have a compost toilet dumped out in your barn?"



# Incredible Edibles

*Four Saint John women combine talents to serve nutritious, made-from-scratch dishes in their city café. Their catering business offers temptations for all the senses*

by Wanda Woodward

**S**ure it's okay to eat the nasturtiums," Nora McDonald assures her customer.

Educating the public on food they are about to eat sometimes becomes part of her daily routine at the café. That's because McDonald and the three other owners of Incredible Edibles like to do things a little differently.

Visitors from Glasgow to Florida write their comments in the guest book — "The best food to be had in Saint John," "Yummy stuff," "Better than home," and from the hometown of Incredible Edibles — "Just what Saint John needed."

This homey café sits in the newly revived heart of Saint John and is owned by four local women who want to make a living serving good, healthy food that's as appealing to the eye as it is to the palate.

What makes the food so... well... incredible? "We stress homemade, nutritious, organically grown, hearty foods," says Diane McConnell, president of Incredible Edibles. "We buy our produce from a farm outside Sussex where it's organically grown. We try to use only fresh fruits and vegetables, we make our own salad dressings and sauces, we even grind our own spices and use lots of herbs for flavoring."

You'll never catch the soup du jour coming from a can in this restaurant. It's made from scratch every day and served with two golden whole wheat biscuits still warm from the oven. How about a delicate croissant stuffed with your favorite meat, cheese, and/or veggies? Then there's curried jumbo shrimp, ravioli stuffed with spinach and spiced meats in a homemade sauce, tangy crisp lemon chicken, baked seafood gratinée, savory manicotti crêpes. They're all made fresh the day they appear on the menu.

These ladies don't always go by the book. They've become adventurous cooks, developing their own recipes over the years, like manicotti crêpes — and expanding on established recipes such as clam sauce with linguini. As for ethnic fare, "We make East Indian curry dishes and serve it with grapes, cantaloupe, banana and cucumber to cool you down, because authentic curries are very hot," explains McConnell. The menu includes as many foreign offerings as it does Maritime dishes: Lebanese hummus served with pita bread, Greek spanakopitta

and pistitsio, German kuchen, Indian curries and Italian pasta dishes.

The owners say that opening Incredible Edibles has given them the opportunity to cook and serve food the way they know it should be done — wholesome foods, innovatively prepared and artfully presented. The same philosophy holds true for the catering end of the business. They're well known for the "mingle food" they prepare for book launchings, receptions, cocktail parties, and balls.

A typical mingle food engagement calls for dolmades (stuffed vine leaves), curried beef puffs, antipasto, stuffed choux pastry, their own Incredible Pâté Maison, brie en croûte (a wheel of brie cheese baked in a puff pastry) and for dessert, lemon honey mousse or biscuit tortoni crêpes rolled in nuts with brandy sauce.

On a smaller scale, the girls are quick to recommend an intimate champagne brunch for two which they deliver to your door. In fact, to get it to the client by 9 a.m. the girls are up at the crack of dawn baking scones, rolling fresh fruit crêpes and selecting cheese and fruit to go with the bubbly. The basket comes complete with champagne glasses and a tablecloth, all part of the purchase.

The business took flight when the two founders, Caroline Merritt and Diane McConnell, agreed to cater a wedding reception for a friend — vegetarian at that. In need of manpower they enlisted Diane's sister, Debra Bathgate, who now handles administrative duties, cooks and waits on tables, and a friend, Nora McDonald. For two years the foursome held down full-time jobs while building up the catering service on weekends and evenings. Then in July 1985, they left their jobs to open their own café.

Each owner has worked in the food industry for some time, and each brings to the company the benefits of a unique culinary background. Bathgate, and McConnell, whose dad is a chef, say they've been experimenting in the kitchen since they can remember. Merritt, who grew up in a German household, says she learned about herbs from her parents who grew their own and used them generously. McDonald's passion for Greek dishes was kindled in her early teens when she landed her first job in a Greek restaurant.

The café atmosphere is that of a cosy Maritime kitchen, complete with high

ceilings and fireplace and pressed back chairs pulled up to honey-tone tables. Works of art by local artists share the wall space with colorful dried flower wreaths and lush green plants. Then there are those heavenly smells wafting from the kitchen. As Doug Bennett, of the rock band Doug and the Slugs, writes in the guest book... "Incredible!"

## Authentic Shrimp Curry

1/4 cup butter or margarine  
1 cup chopped onion  
1 cup chopped, pared tart apple  
3 cloves garlic  
3-4 teaspoons curry powder  
1/4 cup unsifted all purpose flour  
salt, pepper  
1-inch piece fresh ginger  
1 1/4 cups chicken stock  
2 cups fish stock  
2 tbsp. lime juice  
2 tsp. grated lime peel  
2 lbs. raw shrimp

Sauté onion, apple, and garlic in butter in large skillet for about 5 minutes. Add curry powder, flour, stocks, lime juice and peel. Bring to boiling stirring occasionally. Add raw shrimp and cook until shrimp has turned a rosy pink color. Serve over saffron rice accompanied with lemons, cucumber, banana, and yogurt. Serves 8.

## Curry Powder

2 1/2 tbsp. coriander seeds  
1 tbsp. cumin seeds  
2 tbsp. cardamom seeds  
2 tbsp. poppy seeds  
2 tbsp. black peppercorns  
3 tsp. turmeric  
2 tsp. chili seasoning  
1 tsp. allspice  
1/2 tsp. saffron (optional)  
1/2 tbsp. dry mustard  
1 tbsp. salt  
1 tsp. ground ginger

Grind all spices together using a mortar and pestle or a food processor making sure that your curry has the consistency of a powder.

## Linguine and Clam Sauce

4 slices of bacon, sliced  
1/2 lb mushrooms, sliced  
4 cloves garlic  
4 oz. flour  
1/4 cup green onion  
1/2 cup sherry  
1/2 tsp. thyme





PHOTOS BY JAMES WILSON

1 1/2 lbs. clams and juice (canned clams may be used)

1 1/2 cups cream  
chopped parsley

Sauté bacon, mushrooms, garlic and green onion until fat is rendered. Sprinkle flour over mixture until combined; cook over low heat for approx. 1 minute. Add sherry and flambé. Add thyme, clams, and cream. Simmer on low heat for 20 minutes. Pour sauce over cooked linguine noodles and garnish with chopped parsley and parmesan cheese. Serves 4.

#### Incredible Pâté Maison

6 slices salt pork  
6 slices bacon, diced  
1 1/2 cups chopped onions  
1 lb. calves liver  
1 lb. chicken livers  
1 3/4 tsp. salt  
1 tsp pepper  
3 egg yolks  
2 eggs  
1/4 cup brandy  
1/2 tsp. chervil  
1/2 tsp. tarragon leaves  
1/2 tsp. nutmeg  
1/4 tsp. allspice

Rinse salt pork slices in cold water to remove some of the salt. Drain thoroughly. Line a 7-inch soufflé mold with salt pork slices. Cook the diced bacon in a skillet until fat is rendered. Sauté the onions in the bacon fat until tender and lightly browned. Cut the calves liver into 1-inch pieces and halve the chicken livers. Add the livers, 1 tsp. salt and 1/2 tsp. pepper to the onion mixture. Sauté until all the pink has disappeared from the livers.

Blend mixture until thoroughly puréed, adding egg yolks, eggs, brandy and spices. Pour mixture into prepared mold and cover with tin foil. Place mold in a larger baking dish and add water halfway to the top of mold. Bake in a 375° oven for 2 hours. Refrigerate for at least 8 hours. Makes about 30 servings when used as a spread.

#### Lemon Honey Mousse

3 large eggs  
3 tbsp. cornstarch  
6-8 tbsp. honey  
juice from 6 lemons  
grated rind from 2 lemons  
dash each salt and cream of tartar  
1 pint heavy cream  
1/4 tsp. vanilla or lemon extract

Separate eggs and let stand at room temperature. Whisk together cornstarch, lemon juice, honey and rind in a small saucepan until smooth. Cook 5-8 minutes over low heat, whisking constantly. Lightly beat yolks and add lemon mixture, beating until smooth. Refrigerate.

When cool and starting to solidify (45 min.), start beating egg whites, and salt and cream of tartar. When the whites form stiff, but not dry peaks fold them gently but thoroughly into the chilled lemon mixture. Chill again while beating cream. Add extract and fold together with chilled lemon mixture. Chill thoroughly. Serves 8.



Incredibly busy cooks (from left) Diane McConnell, Debra Bathgate, Caroline Merritt and Nora McDonald



## FOLKS

**A**part from being a rising country music entertainer, **Terry Kelly** of Halifax is also blind. Over and above that he's an athlete of considerable accomplishment — being one of only a few blind runners to ever run the mile under five minutes. The 31-year-old Kelly recently released his first album, *On The Move* — country-pop music with Maritime songs — to upbeat reviews and went on a concert tour across the country. A native of St. John's, Kelly enrolled at the Sir Frederick Fraser School for the Blind in Halifax when he was seven and it was there that his interest in music developed as he learned to play the clarinet, piano, accordion and harmonica. Kelly has recently ventured on to the concert stage after working in clubs and lounges and around universities. "I love it on the stage," he says. The music industry isn't an easy one, but Kelly doesn't find his handicap a hindrance. "It causes some problems now and then but not in terms of my efforts to progress in the music business." As for his athletic activities, he's put them on the back burner for now. But they are impressive. In addition to doing the mile in less than five minutes, he earned a place on the Canadian Olympic team by finishing first in the 1,500 metre Class "A" trials and was a double silver medalist at the 1979 Canadian Track Competition. Kelly also enjoys downhill skiing when time and weather permit. Future goals include more radio time, writing hit material and an album-video. "To reach national recognition," he says, "we have to have my record distributed in all record stores across Canada and that's been done."

**T**wo Saint John athletes are determined to turn a history of the port city's sport into a national bestseller. Author **Brian Flood** has captured 200 years of athletic achievement in a recently released hard cover book, *Saint John: A Sporting Tradition 1785-1985*. Brian 23, and his 26-year-old brother Henry, 1982 Canadian Rowing Champs, formed the Neptune Publishing Company two years ago to prepare the book for publication. The Floods don't foresee many problems in marketing the 7,000 copies that have been printed. They have tapped every possible source to promote the book, literally



Terry Kelly's record brings national recognition to the former athlete who's also blind

knocking on doors to peddle their product. Sales were closing in on 4,000 this winter. At 5,000 copies, the book would qualify as a Canadian bestseller. Brian began his extensive research into Saint John sporting history in British Columbia, at university and public libraries. "They had a phenomenal collection of old newspapers on microfilm," he says. He then went through the last 80 years of local newspapers at the Saint John regional library and interviewed over 65 old-time athletes. "The old-timers were able to take me back as far as 1918. Through their anecdotes and with the help of sports stories, I was able to piece the book together. The important thing is that we haven't lost the history. Three of the people that I interviewed have already died." And, adds the author, "We captured the fibre of the city: the people, who they were, who they are, what they did, and how they did it!"

**P**ublic recognition of her work has come late and unsought to **Catherine Poirier** — or Catherine à Mosé as she is known in Cheticamp, N.S. She was 81 when she went to Montreal for the opening of an exhibition of her hooked tapestries at the McCord Museum, her longest journey since the 1920s. The exhibition was organized by Dorothy Ebers, the author, best known for her book of Pitseolak, the Inuit artist. She had seen Poirier's work in a Cheticamp craft shop in 1979 among the other women's traditional patterns and designs, and immediately recognized its merit as genuine

primitive art. "It was so joyous and colorful, and showed such imagination and originality" says Ebers. With a friend she commissioned as much work as Poirier wanted to produce. The exhibition was a great success and Poirier was widely interviewed on French language TV and radio. Poirier is regarded as a bit of a maverick by her fellow "hookeuses." She depicts scenes of her youth in the Cheticamp area, each with a story — like one of a man talking to a woman hanging washing on a line and two crows eavesdropping — "There's no secrets in this wide old world," she says. Ebers is planning an illustrated book on Catherine Poirier and intends to give the collection — now touring the Maritimes — to the Art Gallery of Nova Scotia. Poirier's sight is failing, but like her hooking, she is still full of freshness and fun. "You learn as you live," she says.

**Y**ou wouldn't hurt **Ken Wilkie's** feelings by calling him a potato head. The 37-year-old agricultural engineer at the Technical University of Nova Scotia has a great affinity for the lowly tuber. In fact, Regina-born Wilkie is also quite sensitive about the potato bruising which costs potato growers about five per cent of their crops. In P.E.I. that amounts to about \$2.4 million a year. So Wilkie has researched and partially tested a cure. It's a "bionic spud," or artificial potato, that monitors and measures potato damage during harvesting. His goal is to improve methods of mechanical picking. "My interest and area of concentration is in the



quality control of fruits and vegetables," says the assistant professor. "With \$40,000 in funding from Cavendish Farms Ltd. and the National Research Council, Wilkie and three graduate students have devised their electronic version of a Russet Burbank — "an economical potato," he says, "made for routine use in a commercial application." His prototype could be mass produced for one tenth the cost of \$5,000 artificial potatoes produced in Idaho. Not that you'd ever bake it, even if you could afford it. Its rubbery skin is fluorescent orange and inside the eight-ounce fake is a battery-powered sensor that's sensitive to pressure. Wilkie's potatoes (patent pending) make it quite clear when they're being roughed around. Any bump, with impact equal to being hit by a carriage bolt dropped from one foot, sounds a buzzer and flashes a light in the driver's cab. All this happens within 40 seconds, the time it takes the harvester to dig up a potato and drop it into a hopper, explains Wilkie, who earlier spent four years on navy destroyers as an assistant engineer. Nor is the inventive Wilkie satisfied with a mere bionic spud. He's also experimenting with a computer-controlled robot arm to identify and pick ripe strawberries. He could have found something

easier to work with, like cabbages. "I chose strawberries because of the challenge, they're covered by leaves, grow in clusters and are a very delicate crop."

**P**laying the violin was fun, but Gwyneth Wilbur's real ambition was to build one. Her initial attempts to learn ended in disaster. First, unsympathetic border guards prevented her from returning for a second term at a U.S. violin-making course because, in her zeal, she had ignored the finer points of immigration law. At the next school her instructor was fired before she finished the course. Despite these setbacks, the Fredericton native finished her first violin which she sold for \$400. "I realized then that I needed to work as an apprentice, but nobody could afford one." A year-long search led to an apprenticeship in Montreal. "I learned the business side of instrument making, which I couldn't have done in school. In a year we made nearly a dozen instruments, including a cello. I had to learn fast because mistakes were costly." After a year, Wilbur left the bustle of Montreal to settle in an isolated studio near Saint Stephen, N.B. Word of mouth advertising brought repair jobs from Maine and Saint John. "Repairs are my bread and butter, but my goal is to

build three violins a year," she says. It takes three months to build one. Everything but the rough cutting is done by hand. Wilbur is using New Brunswick maple for the neck and back of her latest violin; the top is Norwegian spruce. Up to 20 coats of varnish made from tree gums dissolved in alcohol are needed to bring out the brilliance of the wood. "You can look at an instrument and tell if it's well made. A good one is an investment." Wilbur's will sell for about \$1,800, not much for three months of painstaking craftsmanship, although she sounds almost apologetic about the price. "I'm not rich, but I'm not starving. I do it because I love it. I can't imagine myself doing anything else." Just 24, she may yet become New Brunswick's answer to Antonio Stradivari.

**It takes three months for Wilbur to make a violin**



J. PACHA



DEANNE PETERS

#### Hochwald helps to "find one's roots"

**A** native New Zealander with no Newfoundland ancestry is an unlikely founding president of the Newfoundland and Labrador Genealogical Society. Yet Elsa Hochwald is just that. A resident of Newfoundland for the past ten years and of Canada for the past 16, she had researched her own family history by correspondence with genealogical societies in England, Europe, and India and in the process came to feel that such a group would be useful in Newfoundland. Reticent at first, she plucked up her courage one day in 1984 and called a meeting of 25 interested people. Thus the society was born and now, thanks to a keen executive, it boasts a professional-style newsletter, a fast growing and far flung membership, and an ambitious long range project that calls for many volunteers — the transcribing of headstones in the older cemeteries around the province, where personal information is often found nowhere else due to scanty, lost or nonexistent records. This material will then be made available to the general public. Growing pains are evident as volunteers try to cope with increasing mail. The executive is hopeful that some funding and office space will be arranged since "finding one's roots" is becoming an important boost to tourism. Asked what motivates her in this endeavor, Hochwald replies in a soft spoken voice that belies her enthusiasm and determination, "Others were extremely kind to me and I want to give some of that back and besides you meet the nicest sorts of people."



# There's more to Atlantic Insight than the printed page

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Inside *Insight*, edited copy is typeset in galley form. Proof-reading is supposed to catch errors (sometimes we miss) and instruct as to how the final galley will look. This is just one of the steps in the process of putting together the magazine.

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## A lifeline for the elderly

*Joan Ferguson Lay of Shelburne, N.S. asked herself: Isn't there a way for those living alone to be in constant touch with the outside world? Orion Electronics then came up with the answer*

**F**orget Silicon Valley. An electronics firm in Church Point, N.S. has developed a micro transmitter that company president Hugh Roddis says has given them a jump on competitors in the development of a warning system to protect elderly and disabled people living alone.

The Blue Alert system developed by Orion Electronics involves a miniature electronic transmitter fitted into a wrist band. When activated the device triggers a receiver which turns on a flashing blue light mounted prominently outside the user's home. The light represents a lifeline to the community for those living alone by signalling others that help is needed.

Testing of the prototype was carried out in Dartmouth, N.S. early in 1985 and with the bugs worked out of the system, several areas have already begun implementing the community awareness program that is an essential adjunct to the equipment itself.

There is one other Canadian company involved in developing a similar system, but for price, Roddis says his beats anything on the market. "It's important to get into the market and carve out a niche. I don't think we have more than a six-month advantage though. It's very competitive."

As a manufacturer of electronic tracking equipment for ten years, Roddis says this is Orion's first consumer product and represents a major change in the firm's direction. But although the leap into the consumer market is fraught with worries, Roddis is convinced there's a need for his product.

"There are 500,000 elderly and disabled people living alone in Canada," he says, "and the elderly population is growing every year. If the predicted market is there, it will keep our business going quite happily for years."

For those people independence is often tainted by anxiety. Even a walk downstairs is risky for someone suffering from brittle bones or arthritis. Sometimes worry overcomes the natural desire to stay in familiar surroundings and institutionalized care is often the solution. Roddis says it was the search for an alternative that brought a Shelburne, N.S. woman to his door with the idea.

Isn't there a way for those living alone to be in constant touch with the outside world? That was the question Joan

Ferguson Lay brought to Orion. It was a question that held a grim significance for Lay. Two deaths occurred in her town within six months of each other — deaths that might have been prevented had the victims, elderly people living alone, been able to contact help.

"I've been face to face with the problem," Lay says, speaking from her office at Roseway Manor. As administrator of the Shelburne senior citizens home, and past president of Gerontology Association of Nova Scotia, Lay says she's always been aware of the problems facing the elderly. But two years ago, after confronting the deaths in her community, she decided talking about it wasn't enough.



Roddis activates wrist switch to Blue Alert light

Orion developed the equipment, but Lay's commitment produced the Blue Alert program. It's one of community involvement and outreach. For it to work, the flashing blue light must bring people running. Neighbors, community groups and officials all help to keep an eye on those who are most susceptible to emergencies.

The project has caught the attention of the RCMP. Inspector Sid MacNaughton, officer in command of the Yarmouth subdivision, says that in communities where there is a program initiated the force will be supportive. "We'd certainly respond," he says, "it would be helpful in preventing crime. Elderly people are vulnerable and not only to crime."

Because of her affiliation with the gerontology association Lay has

developed a network of connections with senior citizens groups. The program has been accepted in a number of communities already and more are requesting information.

Liverpool is developing a program through its Lions Club. The club has bought ten of Orion's units and will be renting them to those in greatest need. Lay says the program has the cooperation of public health agencies in identifying those in the community in need of financial assistance.

And identifying those in greatest need is essential. The cost of Blue Alert — about \$200 for the complete unit — could make the system prohibitive for some people on fixed incomes. That is why Lay is encouraged by the interest of service clubs. She says the program can be adapted for club sponsorship in the same way child car seats have been rented from Women's Institutes.

Lay's ultimate aim is to see the program recognized throughout the country. After she spoke before an interested group in Brockville, Ont., the group decided to implement the program in that community.

BELLE HATFIELD

While recognizing the high price tag for those on fixed incomes, Roddis points out the cost of keeping those people in government subsidized homes. "It costs about \$45 a day to stay in a home and they've been robbed of their independence. If you keep them out of a home for five days, the equipment has paid for itself."

With orders starting to flow in, Roddis' company has undergone expansion to accommodate the demand. The plant in Church Point can produce about 2,000

units each month, but though Roddis has had nibbles from overseas countries including France, England and Australia, he's in no hurry to develop those markets. Nor is he terribly worried about the competition.

There's a potential market of \$100 million in Canada alone," he says. "And that we aren't going to corner. Some competition might be good. We don't want to raise demands that can't be filled."

For Lay, there is satisfaction in seeing her concept become a reality. About competing systems, she says that if they protect the elderly and increase the quality of life, then the more the merrier.

With the current trend toward integrated home care for Canada's growing elderly population, Blue Alert is an idea whose time has come. ☐



# AUTOMOTIVE SURVEY

## DEAR ATLANTIC INSIGHT READER,

We need your help. We would like to know as much as we can about ATLANTIC INSIGHT's faithful readers, and so would our advertisers.

It would help us if you would take a few moments to fill out this questionnaire. Your answers to this survey are important and will be treated in total confidence, used only in combination with those of other readers. There is no need to identify yourself.

Thank you for your co-operation.

### 1 How many vehicles are there in your household (owned or leased)?

- 06-1 ☐ none                      3 ☐ two  
2 ☐ one                      4 ☐ three or more

FOR EACH VEHICLE, please answer the following:

### 2 What size is each?

	Vehicle 1	Vehicle 2	Vehicle 3
subcompact	07-1 <input type="checkbox"/>	08-1 <input type="checkbox"/>	09-1 <input type="checkbox"/>
compact	2 <input type="checkbox"/>	2 <input type="checkbox"/>	2 <input type="checkbox"/>
intermediate	3 <input type="checkbox"/>	3 <input type="checkbox"/>	3 <input type="checkbox"/>
standard	4 <input type="checkbox"/>	4 <input type="checkbox"/>	4 <input type="checkbox"/>
van	5 <input type="checkbox"/>	5 <input type="checkbox"/>	5 <input type="checkbox"/>
pick-up	6 <input type="checkbox"/>	6 <input type="checkbox"/>	6 <input type="checkbox"/>
other truck	7 <input type="checkbox"/>	7 <input type="checkbox"/>	7 <input type="checkbox"/>

### 3 What brand is each vehicle?

#### Car:

AMC	13-1 <input type="checkbox"/>	16-1 <input type="checkbox"/>	19-1 <input type="checkbox"/>
Audi	2 <input type="checkbox"/>	2 <input type="checkbox"/>	2 <input type="checkbox"/>
BMW	3 <input type="checkbox"/>	3 <input type="checkbox"/>	3 <input type="checkbox"/>
Buick	4 <input type="checkbox"/>	4 <input type="checkbox"/>	4 <input type="checkbox"/>
Cadillac	5 <input type="checkbox"/>	5 <input type="checkbox"/>	5 <input type="checkbox"/>
Chevrolet	6 <input type="checkbox"/>	6 <input type="checkbox"/>	6 <input type="checkbox"/>
Chrysler	7 <input type="checkbox"/>	7 <input type="checkbox"/>	7 <input type="checkbox"/>
Dodge	8 <input type="checkbox"/>	8 <input type="checkbox"/>	8 <input type="checkbox"/>
Fiat	9 <input type="checkbox"/>	9 <input type="checkbox"/>	9 <input type="checkbox"/>
Ford	0 <input type="checkbox"/>	0 <input type="checkbox"/>	0 <input type="checkbox"/>
GMC	X <input type="checkbox"/>	X <input type="checkbox"/>	X <input type="checkbox"/>
Honda	Y <input type="checkbox"/>	Y <input type="checkbox"/>	Y <input type="checkbox"/>
Hyundai (i.e. Pony)	14-1 <input type="checkbox"/>	17-1 <input type="checkbox"/>	20-1 <input type="checkbox"/>
Jaguar	2 <input type="checkbox"/>	2 <input type="checkbox"/>	2 <input type="checkbox"/>
Jeep	3 <input type="checkbox"/>	3 <input type="checkbox"/>	3 <input type="checkbox"/>
Lada	4 <input type="checkbox"/>	4 <input type="checkbox"/>	4 <input type="checkbox"/>
Lincoln	5 <input type="checkbox"/>	5 <input type="checkbox"/>	5 <input type="checkbox"/>
Mercury	6 <input type="checkbox"/>	6 <input type="checkbox"/>	6 <input type="checkbox"/>
Nissan/Datsun	7 <input type="checkbox"/>	7 <input type="checkbox"/>	7 <input type="checkbox"/>
Oldsmobile	8 <input type="checkbox"/>	8 <input type="checkbox"/>	8 <input type="checkbox"/>
Plymouth	9 <input type="checkbox"/>	9 <input type="checkbox"/>	9 <input type="checkbox"/>
Pontiac	0 <input type="checkbox"/>	0 <input type="checkbox"/>	0 <input type="checkbox"/>
Renault	X <input type="checkbox"/>	X <input type="checkbox"/>	X <input type="checkbox"/>
Saab	Y <input type="checkbox"/>	Y <input type="checkbox"/>	Y <input type="checkbox"/>
Skoda	15-1 <input type="checkbox"/>	18-1 <input type="checkbox"/>	21-1 <input type="checkbox"/>
Subaru	2 <input type="checkbox"/>	2 <input type="checkbox"/>	2 <input type="checkbox"/>
Suzuki	3 <input type="checkbox"/>	3 <input type="checkbox"/>	3 <input type="checkbox"/>
Toyota	4 <input type="checkbox"/>	4 <input type="checkbox"/>	4 <input type="checkbox"/>
Volkswagen	5 <input type="checkbox"/>	5 <input type="checkbox"/>	5 <input type="checkbox"/>
Volvo	6 <input type="checkbox"/>	6 <input type="checkbox"/>	6 <input type="checkbox"/>
other (specify) _____	_____	_____	_____

#### Truck/Van:

Chevrolet	22-1 <input type="checkbox"/>	24-1 <input type="checkbox"/>	26-1 <input type="checkbox"/>
Chrysler	2 <input type="checkbox"/>	2 <input type="checkbox"/>	2 <input type="checkbox"/>
Dodge	3 <input type="checkbox"/>	3 <input type="checkbox"/>	3 <input type="checkbox"/>
Ford	4 <input type="checkbox"/>	4 <input type="checkbox"/>	4 <input type="checkbox"/>
GMC	5 <input type="checkbox"/>	5 <input type="checkbox"/>	5 <input type="checkbox"/>
Honda	6 <input type="checkbox"/>	6 <input type="checkbox"/>	6 <input type="checkbox"/>
Jeep	7 <input type="checkbox"/>	7 <input type="checkbox"/>	7 <input type="checkbox"/>
Nissan/Datsun	8 <input type="checkbox"/>	8 <input type="checkbox"/>	8 <input type="checkbox"/>
Plymouth	9 <input type="checkbox"/>	9 <input type="checkbox"/>	9 <input type="checkbox"/>
Subaru	0 <input type="checkbox"/>	0 <input type="checkbox"/>	0 <input type="checkbox"/>
Suzuki	X <input type="checkbox"/>	X <input type="checkbox"/>	X <input type="checkbox"/>
Toyota	Y <input type="checkbox"/>	Y <input type="checkbox"/>	Y <input type="checkbox"/>
Volkswagen	23-1 <input type="checkbox"/>	25-1 <input type="checkbox"/>	27-1 <input type="checkbox"/>
other (specify) _____	_____	_____	_____

### 4 How old is each vehicle?

under 2 years	28-1 <input type="checkbox"/>	29-1 <input type="checkbox"/>	30-1 <input type="checkbox"/>
2 to 5 years	2 <input type="checkbox"/>	2 <input type="checkbox"/>	2 <input type="checkbox"/>
6 to 10 years	3 <input type="checkbox"/>	3 <input type="checkbox"/>	3 <input type="checkbox"/>
over 10 years	4 <input type="checkbox"/>	4 <input type="checkbox"/>	4 <input type="checkbox"/>

### 5 How was each vehicle financed?

leased	5 <input type="checkbox"/>	5 <input type="checkbox"/>	5 <input type="checkbox"/>
dealer financing	6 <input type="checkbox"/>	6 <input type="checkbox"/>	6 <input type="checkbox"/>
bank/finance loan	7 <input type="checkbox"/>	7 <input type="checkbox"/>	7 <input type="checkbox"/>
paid cash or cheque	8 <input type="checkbox"/>	8 <input type="checkbox"/>	8 <input type="checkbox"/>

### 6 What was the full price of each vehicle when acquired (i.e. new car price if new car; used car price if acquired used).

under \$3,000	31-1 <input type="checkbox"/>	32-1 <input type="checkbox"/>	33-1 <input type="checkbox"/>
\$3,001 to \$5,000	2 <input type="checkbox"/>	2 <input type="checkbox"/>	2 <input type="checkbox"/>
\$5,001 to \$7,500	3 <input type="checkbox"/>	3 <input type="checkbox"/>	3 <input type="checkbox"/>
\$7,501 to \$10,000	4 <input type="checkbox"/>	4 <input type="checkbox"/>	4 <input type="checkbox"/>
\$10,001 to \$15,000	5 <input type="checkbox"/>	5 <input type="checkbox"/>	5 <input type="checkbox"/>
\$15,001 to \$20,000	6 <input type="checkbox"/>	6 <input type="checkbox"/>	6 <input type="checkbox"/>
over \$20,000	7 <input type="checkbox"/>	7 <input type="checkbox"/>	7 <input type="checkbox"/>

### 7 Which of the following magazines do you read on a regular basis.

34-1 <input type="checkbox"/> Atlantic Insight	6 <input type="checkbox"/> Maclean's
2 <input type="checkbox"/> Atlantic Advocate	7 <input type="checkbox"/> The Globe & Mail
3 <input type="checkbox"/> Canadian Business	8 <input type="checkbox"/> Atlantic Business
4 <input type="checkbox"/> Chatelaine	9 <input type="checkbox"/> Reader's Digest
5 <input type="checkbox"/> The Financial Post	0 <input type="checkbox"/> Time

### 8 In order of your reading priorities, how would you rank the following magazines?

	1st	2nd	3rd	4th	5th
Atlantic Insight	39-1 <input type="checkbox"/>	40-1 <input type="checkbox"/>	41-1 <input type="checkbox"/>	42-1 <input type="checkbox"/>	43-1 <input type="checkbox"/>
Atlantic Advocate	2 <input type="checkbox"/>	2 <input type="checkbox"/>	2 <input type="checkbox"/>	2 <input type="checkbox"/>	2 <input type="checkbox"/>
Canadian Business	3 <input type="checkbox"/>	3 <input type="checkbox"/>	3 <input type="checkbox"/>	3 <input type="checkbox"/>	3 <input type="checkbox"/>
Chatelaine	4 <input type="checkbox"/>	4 <input type="checkbox"/>	4 <input type="checkbox"/>	4 <input type="checkbox"/>	4 <input type="checkbox"/>
The Financial Post	5 <input type="checkbox"/>	5 <input type="checkbox"/>	5 <input type="checkbox"/>	5 <input type="checkbox"/>	5 <input type="checkbox"/>
Maclean's	6 <input type="checkbox"/>	6 <input type="checkbox"/>	6 <input type="checkbox"/>	6 <input type="checkbox"/>	6 <input type="checkbox"/>
The Globe & Mail	7 <input type="checkbox"/>	7 <input type="checkbox"/>	7 <input type="checkbox"/>	7 <input type="checkbox"/>	7 <input type="checkbox"/>
Atlantic Business	8 <input type="checkbox"/>	8 <input type="checkbox"/>	8 <input type="checkbox"/>	8 <input type="checkbox"/>	8 <input type="checkbox"/>
Reader's Digest	9 <input type="checkbox"/>	9 <input type="checkbox"/>	9 <input type="checkbox"/>	9 <input type="checkbox"/>	9 <input type="checkbox"/>
Time	0 <input type="checkbox"/>	0 <input type="checkbox"/>	0 <input type="checkbox"/>	0 <input type="checkbox"/>	0 <input type="checkbox"/>

### ABOUT YOURSELF AND YOUR HOUSEHOLD

The following information is collected and compiled in combination with all other responses. All information collected is *strictly confidential* and no individual response will be identified.

### 9 Please indicate your age:

44-1 <input type="checkbox"/> under 18	4 <input type="checkbox"/> 35 to 49
2 <input type="checkbox"/> 18 to 24	5 <input type="checkbox"/> 50 to 64
3 <input type="checkbox"/> 25 to 34	6 <input type="checkbox"/> 65 or over

### 10 What is the highest level of education you have attained?

45-1 <input type="checkbox"/> public school	5 <input type="checkbox"/> graduated college/ university
2 <input type="checkbox"/> attended high school	6 <input type="checkbox"/> post-graduate study
3 <input type="checkbox"/> graduated high school	
4 <input type="checkbox"/> attended college/ university	

### 11 What was your approximate total household income before taxes in 1985. Please include the incomes of all household members from all sources. Include all wages, bonuses, interest, dividends, rentals, sale of property, etc.

46-1 <input type="checkbox"/> under \$10,000	6 <input type="checkbox"/> \$35,000 to \$49,999
2 <input type="checkbox"/> \$10,000 to \$14,999	7 <input type="checkbox"/> \$50,000 to \$74,999
3 <input type="checkbox"/> \$15,000 to \$19,999	8 <input type="checkbox"/> \$75,000 to \$99,999
4 <input type="checkbox"/> \$20,000 to \$24,999	9 <input type="checkbox"/> \$100,000 to \$199,999
5 <input type="checkbox"/> \$25,000 to \$34,999	0 <input type="checkbox"/> 200,000 or more

### 12 Which of the following best describes the location of your principal residence:

47-1 <input type="checkbox"/> central city	3 <input type="checkbox"/> small town
2 <input type="checkbox"/> suburb	4 <input type="checkbox"/> country

### 13 What are the first three characters in your postal code? \_\_\_\_\_

In which province do you reside:

48-1 <input type="checkbox"/> New Brunswick	4 <input type="checkbox"/> Newfoundland
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BILL RICHARDSON

## The death of an airline

*When CP Air took over Eastern Provincial Airways, the airline had "no plans to change anything." Then came deregulation. Now EPA's gone and everything's changed*

by Don McLeod

**S**hortly after CP Air took over Eastern Provincial Airways two years ago, CP Air's then-president Dan Colussy stated his plans for Atlantic Canada's regional airline: "We will be keeping things going as is. We have no plans to change anything."

It was a masterpiece of inaccurate forecasting, to say the least. Since then, virtually every identifying symbol of the airline Atlantic Canadians loved to hate has been wiped out. EPA has been chewed up and digested into an indistinguishable component of its corporate parent, helping to hone the latter's competitive edge at the dawn of the age of deregulated Canadian air travel.

Two paint jobs later, six former EPA Boeing 737 jets (and a seventh added in 1985 for a new Ottawa run) look just like all the others in the CP Air fleet. So do the uniforms worn by the staff.

Along with the new uniforms there's gloom in some key sectors of the work force after almost two years of shifting corporate policies that bounced workers around like a Sopwith Camel in a snowstorm.

The roots of some of that actually predate the CP Air takeover, stemming from then-EPA president Harry Steele's decision in 1983 to move the airline's head office and maintenance base to Halifax.

As CP Air sees it, deregulation then came in last year like a missile to wreck all kinds of plans, forcing unscheduled reductions in both service and staff.

In any event, a group of former EPA workers who moved from Gander for promised jobs faced layoffs after setting up housekeeping in the bedroom suburbs of Halifax that border the airport. To date, about 100 maintenance and administrative jobs have disappeared solely in the restructuring to meld the two airlines together.

But at least as many more are planned this year, most of which CP Air says were not foreseen when it bought EPA for \$67 million in April 1983.

More than offsetting the first layoff in simple numbers, new positions were added in 1985 in the "front line" areas — jet pilots, flight attendants and station staff. Roy Rideout, Atlantic vice-president of CP Air, one-time auditor of EPA and the new owner's top resident executive in the region, sums it up this way: "At the end of 1983 (a few months before the CP Air takeover) we had approximately 840 people. We are now over 1,000 people. But that thousand includes a lot of people who are going to be going in 1986." Assuming no further growth in the operation, he says, "we'll be down to 850 people toward the end of '86."

At Halifax, staff has roughly doubled in the last year to about 120. Rideout acknowledges that "this is precious little comfort to some of the guys who have been let go, but the overall perspective should be kept in mind. There has not been an overall employment loss in Atlantic Canada."

The move that brought the unions out fighting was the decision to drop EPA's short-haul, small-town service which had

been run through a subsidiary, Air Maritime, using a fleet of Hawker-Siddeley 748 turboprops. CP Air says it initially planned to keep that service going and was actively seeking replacements for the 15-year-old 748s.

But along came the federal government's policy paper called *Freedom To Move* last July. Apparently its intention was to back out of heavy-handed refereeing of the transportation industry. Ottawa was going to give any qualified operator a licence to climb into the ring and fight it out. It was to be deregulation. The market would decide. The strong would survive because they gave the best service or the best price.



PAUL CHISLETT

**Rideout: no overall loss of jobs**

CP Air foresaw new, small operators competing for the limited revenues on Air Maritime's secondary routes and decided its projected share did not justify the cost of replacing the 748s. It announced last fall it would give up the turboprop routes.

Two bids to replace it surfaced almost immediately and licences were taken for



granted, although experts say the revenue base ensures the eventual failure of one of the new operators.

Symbolically, the conversion of EPA-CP Air service in Atlantic Canada to an all-jet, major-city operation marks the end of an era stretching back to EPA's 1949 birth as a Newfoundland-based bushline. Its 1963 merger with Maritime Central Airways to serve all Atlantic Canada provides an ironic twist to current happenings. MCA had come into being when Canadian Airways, the predecessor of CP Air, withdrew service from the region.

The loudest howls over the death of Air Maritime came from Local 1763 of the International Association of Machinists, 263 of whose members lost their jobs in the 1985 staff cuts. It seems likely to have even more of its members affected when the 748 service is dropped.

Sheldon Stoielen, the Vancouver CP Air executive who was appointed EPA president Jan. 8 1985, replacing Steele, announced four months later that heavy maintenance work scheduled for Halifax was going to Vancouver instead. Sending it to Halifax "would have necessitated a capital outlay of approximately \$3 million for a hangar extension which we simply cannot afford at this time," he said.

Dave Gooch, IAM local 1763 president, says the loss of the 748 service will wipe out 54 more maintenance jobs, 46 of them union positions, dropping the maintenance staff from 183 to 148. He fears CP Air aims to reduce Halifax to a "line station," requiring just a handful of maintenance workers.

He and other union leaders called on the Canadian Transport Commission to consider whether CP Air's failure to keep its promises since the purchase have violated understandings on which CTC approval was granted for the takeover. Gooch says that the major concern is not even the jobs lost, or those which the union knows will be lost. It's what else may go.

His one request of Don Carty, who replaced Colussy as CP Air president in January 1985, is: "let's forget the past. We'll forget any campaign we have ongoing in exchange for job security for those you're committed to right now. In return, we will guarantee job production down here in excess of what they've got in Vancouver."

To which Roy Rideout says: "The guarantee is the bottom line." Rideout firmly believes there was no "hidden agenda" concealing other, unannounced layoffs. But "if CP Air starts losing a potful of money, then Don Carty is in no position to guarantee anything to anybody."

He sympathizes with workers who moved from Gander only to be laid off but deregulation had simply "changed the water on the beans." "It's too bad it (deregulation) hadn't happened a year earlier. We would have avoided some of this," Rideout says.

Steele also denies he got the Gander-

to-Halifax ball rolling as a secret condition of the sale to CP Air: "It's absolutely not true." His decision to sell was made "only a month or six weeks before the announcement," well after the move had started, he says.

Larry Wark, Atlantic representative of the United Auto Workers and of 380 former EPA flight attendants and ticket agents, wrote Prime Minister Brian Mulroney asking him to rethink deregulation and citing the "dismantling of EPA by CP Air" as a classic example of an uncontrolled airline at work.

Wark drew barbs from fellow unionists for this, since he appeared to be praising Steele — a man who battled his striking pilots to the wire in one of the most bitter labor disputes in recent Canadian history. "When Harry Steele was here, you could get his attention," Wark told reporters. "You could throw a rock at him if you had to. You can't throw a rock over the Rockies."

Wark says the basic intent of CP Air in its acquisition of both EPA and Quebec's Nordair is to compete with Air Canada. And about all CP ever really

wanted from EPA was a "St. John's-Halifax corridor."

Wark says the issues at stake are broader than they appear, that they're complicated and difficult for the public to grasp. "Deregulation is just a stepping stone on the road to a free trade pact with the United States and that will really knock some socks off. But by the time it shows up in unemployment and so on, it will be too late," Wark says. "Deregulation of the airline industry will open up north-south corridors for the Americans to get access to Canadian markets. Some of the route applications right now for Atlantic Canada are coming out of the United States."

Against those fears, Rideout says CP Air is "optimistic" concerning new trans-border routes it wants to fly out of Atlantic Canada. If it is given permission, it envisages adding two more Boeing 737 jets to its fleet, each of them representing upwards of 75 new jobs.

That would push the payroll back up near 1,000 where it stands before the scheduled layoffs coming up this year.

As for EPA: it's gone. ☒

## A dent in a new tin mine

*Things were looking up for southwestern Nova Scotia when Rio Algom opened its tin mine at East Kemptville. Then the crisis hit the world tin industry. Now the mine's future is chancy*

by Brent King and Harry Flemming

**J**ust when nearly a decade of exploration and development work was starting to pay off for southwestern Nova Scotia with the pre-Christmas opening of North America's only primary tin producing mine, things hit a snag. As the *Financial Times* of London starkly put it, "the world tin industry is in the throes of its biggest crisis in memory."

That crisis, world-wide in scope and complex in cause, erupted last October and still hasn't been resolved. Until it is resolved, it will threaten the existence of Rio Algom's tin mine at East Kemptville, a little over 50 km east of Yarmouth, at a time when it's gearing up for full operating capacity. Closure of the mine and loss of its 210 jobs, \$7 million payroll and \$10 million annual expenditure on goods and services would be a blow to the area. It would also mean a setback to mineral exploration throughout the province.

In essence, the tin crisis is the result of oversupply and underconsumption. For some 30 years the 28-member International Tin Council maintained price stability by setting floor and ceiling prices. It did this by buying and selling the commodity on the London Metal

Exchange. In recent years, however, demand dropped as consumers switched to cheaper materials, notably in packaging — the aluminum beer can put a severe crimp in tin markets.

Last October the ITC informed the LME that it had run out of funds to support prices. Rather than permit the market to collapse, the LME suspended trading in tin. Prices had fallen to £8,140 a tonne, £360 less than the ITC's floor price.

Meanwhile, 4,500 km from London at little East Kemptville, it's business as usual. Mine manager Ken Collison says Rio Algom is "getting the kinks" out as the mine approaches its full production target of July 1.

Company officials are optimistic that East Kemptville will weather what they believe is a temporary storm. Rio Algom chairman George Albino says, "We've got a good project there. We've brought the mine into production on time and under budget. In the industry as a whole, East Kemptville is a low-cost mine... in the lower third in terms of operating costs. I'm personally confident that it will be working indefinitely."

Still and all, while Albino believes that "a sensible, accepted pricing mechanism" will be reached, he concedes that "there



is a point" beyond which prices cannot fall. He also acknowledges that if the governments of the main tin-producing countries were to subsidize production, the future of East Kemptville would be doubtful.

With the opening of the East Kemptville mine, Nova Scotia joins an international list of tin producers including Malaysia, Indonesia, Thailand, Bolivia, Brazil, Australia, Zaire and Nigeria. East Kemptville is North America's first proven tin deposit (plus byproducts copper, zinc and silver) within a major granite body. Known as the South Mountain Batholith, it stretches banana-like 193 km long and up to 48 km wide. And it looks fruitful in more ways than one.

According to Peter Giles, director of mineral resources at the provincial department of mines and energy, the East Kemptville structure has the right type of granite, the right geographical age and the right chemical composition. What's more, mining operations tend to be clustered together so the East Kemptville mine could be just the first of a series. The granite formation dates back more than 370 million years but the tin find itself dates back only to 1976 when the mineral exploration firm of Cuvier Mines Ltd. identified loose glacial boulders containing the mineral.

Although the deposit averages only 0.16 per cent tin, or not much more than one kilogram per tonne, it is — or was — a viable operation, thanks to modern technology. The tin ore is close to the surface so it's just a matter of blasting, scooping it up with mammoth electric shovels and trucking it off for initial crushing.

The tin-containing cassiterite is in large crystals with forecast recovery of 73 per cent (65 per cent is typical for tin mines). East Kemptville's annual production of tin in concentrate is expected to be 4,400 tonnes — plus 1,500 tonnes of copper and 2,400 tonnes of zinc — equal to Canada's current tin consumption, or 2.5 per cent of global use.

Built at a cost of \$150 million, the project is designed to handle 9,000 tonnes of ore a day over its 17-year lifespan. By the nature of its low grade ore, the operation doesn't leave any room for slack. Production is at high speed with high volumes. For mill personnel, it means monitoring more machines than is normal in other tin mills to handle the nonstop grinding, screening, separating, filtering and cleaning circuits in the process. The basic process takes advantage of tin's heaviness in a water slurry to separate out impurities.

The resulting tin concentrate is trucked to Halifax in 20-tonne containers and then shipped to the Capper Pass & Sons Ltd. smelter in the United Kingdom. Copper and zinc concentrates are sold on the spot market. (The provincial department of transportation upgraded a 61-km lands and forests road from

Shelburne to East Kemptville at a cost of \$14.7 million; a cheaper but more circuitous route would have involved trucking the concentrate to Yarmouth.)

If milling the tin is complicated, mining it from the open pit isn't. It's a small operation with a mine crew of 10-12 per shift working the site, which will measure 1,700 metres by 500 metres by 132 metres when finished. Mine and mill workers alike, 75 per cent of them from the local area, will benefit from East Kemptville's "work renovation planning," a program of crossover training to get flexibility from the workforce. In effect, it means that any given employee is trained to do a variety of tasks and is able to do a number of different jobs.

For the people of the Yarmouth area, the mine means more than much-needed jobs and supplying goods and services. Last year Rio Algom paid \$325,000 in taxes to the Municipality of Argyle. This year the local tax bill will come to \$825,000 which may or may not, depending on the provincial government, have to be shared with adjoining Yarmouth County. Down the long road, taxes and other benefits could increase, especially if a smelter were to be established near the mine.

But first, there's a short and mighty rough road to traverse. At this stage, the best thing that can be said is that Rio Algom seems to have the right vehicle for the job.



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# CALENDAR

## NOVA SCOTIA

Mar. 2-April 27 — *New Canadian Ceramics*, an exhibition by ten Canadian ceramic artists, guest curator Christopher Zimmer, Main Gallery. *Aspects of AGNS Collection*, Seven Contemporary Canadian Sculptors, works in granite, serpentine, bronze, aluminum, tin and wood media, Mezzanine Gallery, Art Gallery of Nova Scotia, Halifax

Mar. 6-8 — Third Annual Antiques Showsale, Micmac Mall, Dartmouth

Mar. 9 — *Bogeyman Blues*, in the Just For Kids series, a Theatre New Brunswick production full of disappearing spooks and imaginary explorers, The Cohn, Dalhousie Arts Centre, Halifax

Mar. 10-Sept. 30 — Nova Scotia Designer Crafts Council Permanent Collection, an exhibition of fine crafts along with weekly lectures, demonstrations and workshops to complement the permanent exhibition by individuals and groups from throughout Nova Scotia, The Public Archives of Nova Scotia, Halifax

Mar. 11 — *Hugh MacLennan: Portrait of a Writer*, a film profiling the author with interviews, archival footage and still photos, Dalhousie Art Gallery, Halifax

Mar. 14-April 6 — *Canada in the Nineteenth Century*, an exhibition of watercolors and drawings as a record of

places, people, events and landscapes of the time, organized by the Art Gallery of Hamilton, Downstairs, MSVU Art Gallery. *Purloined Portraits, Women in the 19th Century Century Photography*, curated by Heather Dawkins, exhibitions officer and feminist historian, Upstairs, Mount Saint Vincent University Art Gallery, Halifax

Mar. 16-22 — Uniroyal World Junior Curling Championships, Sportsplex, Dartmouth

Mar. 22-April 12 — Maple Syrup Festivals of Nova Scotia at locations in northern and central counties of the province. Maple suppers of pancakes and syrup; maple camps are open to the public to watch the boiling and sugaring-off

Mar. 23 — Annual Maple Syrup Festival, a full day of pancakes, syrup and demonstrations, Birch Cove Park, Dartmouth

Mar. 29 — Annual Easter Egg Hunt, Dartmouth Parks and Recreation, Birch Cove Park, Dartmouth

## NEW BRUNSWICK

Until Mar. 24 — Contemporary British Drawings, Mount Allison University Art Gallery, Sackville

Mar. 1-9 — Winter Carnival, Paquetville

Mar. 1-22 — *Family Trappings* by Sharon Pollock, a production of Theatre New Brunswick, touring the province

Mar. 2 — Teddy Bear Picnic, hotdog and marshmallow roast, demonstrations of how to make stuffed animals and Teddy Bear contest, Kings Landing

Mar. 3-9 — Valley Carnival, Val D'Amours

Mar. 6-9 — Winter Carnival, Bas-Caraquet

Mar. 6-April 3 — Maestro Pedro Del Gomez, Mount Allison University Art Gallery, Sackville

Mar. 9 — Ice Cutting demonstrations and ice-cream making (bring your own freezer); kite flying; all events weather permitting, Kings Landing

Mar. 12-April 13 — *"In Clay"*, *Monument to the 1980s Possessions*, wall-reliefs and sculptures by ceramic artist Elke Danziger explore attitudes of present day lifestyles including consumerism. *People and Places*, oil and watercolor painting by local artists Mary Pacey and Gertrude Duffie, National Exhibition Centre, Fredericton

Mar. 13 — The Tudor Singers of Montreal, a group of 20 Canadian choral singers of international reputation, Woodstock Arts Council, Woodstock High School Theatre

Mar. 15-16 — Nancy Greene Final, N.B. Cup Final, Alpine Ski Races, Mont Farlagne, Edmundston

Mar. 22-24 — Atlantic Building Supply Dealers Association Show, Moncton Arena

## PRINCE EDWARD ISLAND

Mar. 22 — The Charlottetown Chamber Music Series, featuring the CBC Radio Talent Competition Winners, Sharon Krause, piano; Marina Piccinini, flute; Neil Miskey, viola; James Somerville, french horn, the Georgian Room, Charlottetown Hotel

## NEWFOUNDLAND

Mar. 2-28 — *Figures*: Marilyn Koop and Ilse Hughes, paintings by two St. John's artists, Eastern Edge Gallery, Resource Centre for the Arts, LSPU Hall, St. John's

Mar. 7-9 — Atlantic Dance Company under the artistic direction of Sharon Walsh in a program highlighting some new works by Newfoundland choreographers, Arts and Culture Centre, St. John's

Mar. 10-14 — Kiwanis Music Festival, Gander Arts and Culture Centre

Mar. 22-23 — Carl Orff's *Carmina Burana*, gala performances combining the Newfoundland Symphony and Youth Orchestra and the Memorial University Choir, Arts and Culture Centre, St. John's

Mar. 31-April 5 — Newfoundland Provincial Drama Festival, Grand Falls

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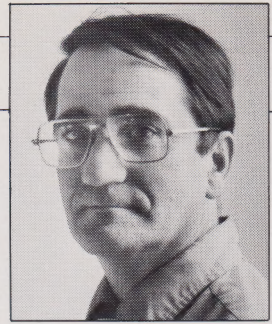


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## A storm of weather bafflegab

*The North wind doth blow  
We shall have snow  
What will the Robin do then  
Poor thing?*

Or, to put it another way, winds are currently out of the north at 46 kilometres per hour, the temperature is minus six degrees Celsius resulting in a wind chill factor of ten zillion blogabits and at some point in time down the road there's a 40 per cent probability that we may experience some snow flurry activity.

Poor Robin stuck his head under his wing. We should be so lucky. What falls from the sky is much easier to escape than the blizzard of gibberish that beats around our heads year-round.

Our tormentors are many and various but, in these parts, what better month than March to focus our ire and vent our spleen on the weatherman. Here's a messenger for the shooting. Let's declare March "Don't Kick Pussy in the Guts Month" and spend the gratification thus diverted on the meteorologists.

At any rate, March is a month when bile is as high as energy is low. If we try to attack all the bafflegabbers on a broad front we'll just end up sputtering and fluttering on the floor like an untied balloon. No, let us concentrate and the weather person may come out of March all the better for it.

Politicians we'll set on the back burner until, say, September. Their gibberish is more amusing than harmful. They get 30 seconds on TV and their frantic efforts to make continuous sounds come out of their mouths is crude entertainment to the rest of us.

And the professions can wait. Lawyers, doctors, priests. Latin used to be the secret code language by which they excluded the great unwashed and by which they kept their self-esteem and their bills high. Bafflegab now is.

At any rate, our lawyers are now more or less incoherent with joy at the fresh prospects held out to them by Canada's new constitution and Bill of Rights.

And priests, nowadays, have switched from Latin to sincere meaningful relevancies and from the *nunc dimittis* to a pro-or-con type situation vis-à-vis secular humanism. Jesus may still love them but many of their parishioners are running short of Christian charity.

Doctors, too, have forsaken Latin and even the petrifying "uh huh, uh huh" in favor of ECGs, EKGs, Catscans, "blood work" and "there's a lot of it going around." Tattoo your MCP number on the leg that doesn't need to come off and they'll seldom amputate the wrong one.

Neither should we squander our lowered energies in March on trying to back-track to the fountainhead of all gibberish.

John Dean and his Watergate chums get a lot of blame for the current wave of bastardized English. Some say that had yellow ribbons been tied firmly around their throats we would never have arrived at this point in time. But they certainly weren't the original sinners.

Years before that, there was a whole army of hacks, hucksters and petty bureaucrats inventing a secret language of gibberish and puffery like ersatz Masons. I think they have an underground college where they take lessons. And the filthy brutes attack us any hour of the night or day.

A digression but an example: This very morning I woke to hear a person on the radio say that "at some point in time down the road, historically, we don't want to experience a Come-by-Chance-type situation."

Early as it was, my ears pricked. A few years ago I "experienced a Come-by-Chance-type situation" myself and have no fault whatsoever with it. I was born there.

So who was this joker bad-mouthing my natal seat? He was a gas-and-oil man who didn't want a repeat of the poor planning which helped to scupper an oil refinery at Come-by-Chance. He holds a doctorate in bafflegab.

But, to cleave to our resolve and take a fine bead through the jungle underbrush at the weatherman, what made him the gibbering, unlovely treacherous person he is today?

His empty patter can kill people or, at least, keep those with lower back pains awake all night under the threat of the snowshovel.

He's spawned a silly lingo which is nation-wide and devilishly contagious. On any Royal or Papal tour you'll hear TV announcers from coast to coast say, "we're currently experiencing some rain-shower activity." They're telling the sight-impaired (formerly, the blind) that it's raining.

In the beginning there was Dr. Chase's Almanack and Uncle Albert's lumbago. Now there are satellites by which the milk bottles on Mr. Gorbachev's front porch may be counted. I don't know about your

lot but ours would do better to consult Uncle Albert's joints.

For a short time we did enjoy the benefits of modern technology. American TV came here through Bangor, Maine. They'd show the bldges clearly on a map and a day or two later those Yankee squalls would drop on our heads in Newfoundland.

Even now when our U.S. TV comes through Detroit, the American predictions are a little behind lumbago twinges but still far ahead of the Canadian meteorological farce.

Was Bangor snatched away so that troublesome Newfs would drown faster in gales? Might as well go the whole paranoid hog. The local announcements through Bangor — Ladies Auxiliaries' card parties in Dartmouth, Portland or St. John's East — had begun to create a curious sense of Eastern Seaboard community here which must have rotted Otawa's socks.

Television has much to answer for. Too often, it tries to make an entertainment of the weather forecast. You get a buffoon wearing funny hats and acting like he's running the ring-toss booth in some third-rate carnival — a hideous insult when the water is so cold and your boat so small.

In a place like Canada, metric is damned demoralizing. Month after month of below-zero Celsius is somehow harder to endure. As if that wasn't enough, somebody had to invent the "wind-chill factor" which makes it seem enticing to polar bears even if there's mud underfoot.

Maybe folk in Fredericton or Truro are better served by their weatherpersons. Ours take cover behind gibberish and geography. They say the Island is stuck so far out in the ocean that they tend to lose track of storms.

Bilge! If they can count Russian milk bottles how can they misplace a hairy great splodge of weather 500 miles across? But they do — and to get the rights of it you still have to look out the window or prod Uncle Albert.

The wilder their mistakes the thicker the bump: "There's a 60 per cent probability that sometime down the road we may experience some snow flurry activity turning at times to heavy-type accumulations if high winds from the north change to strong gusts from the east causing reduced visibilities and clearing periods when the sun comes up tomorrow."

It's enough to make you experience a dry heave situation. ☒



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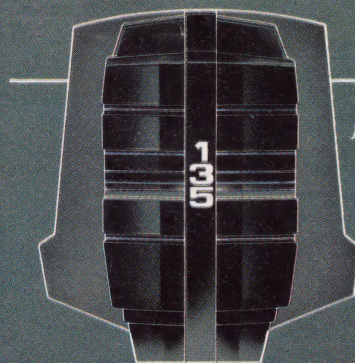
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